MICROFILM

START OF ROLL

ROLL NO.

122

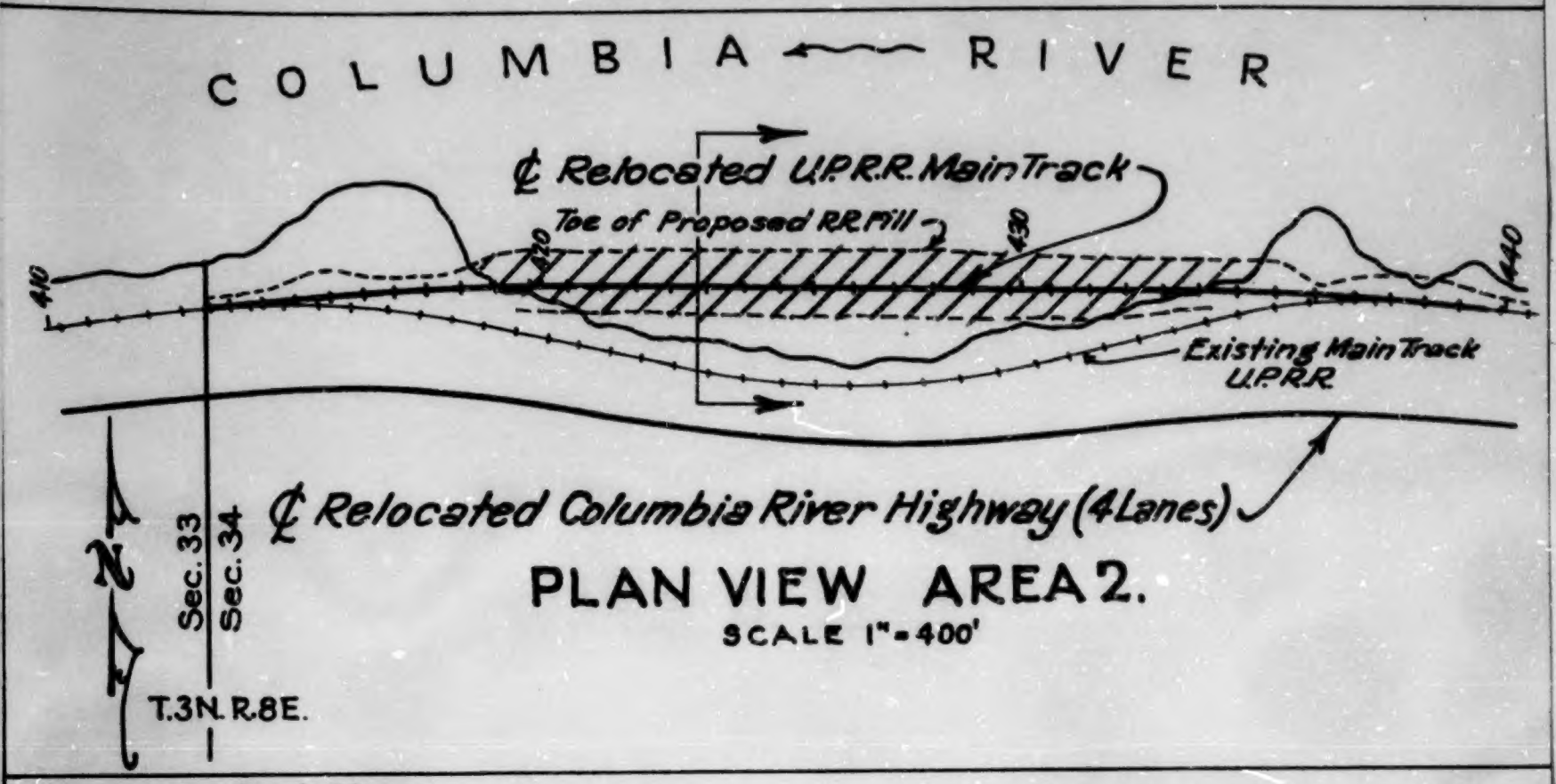
Construction Contracts

Begins # 6541

#6541 continues from reel 121

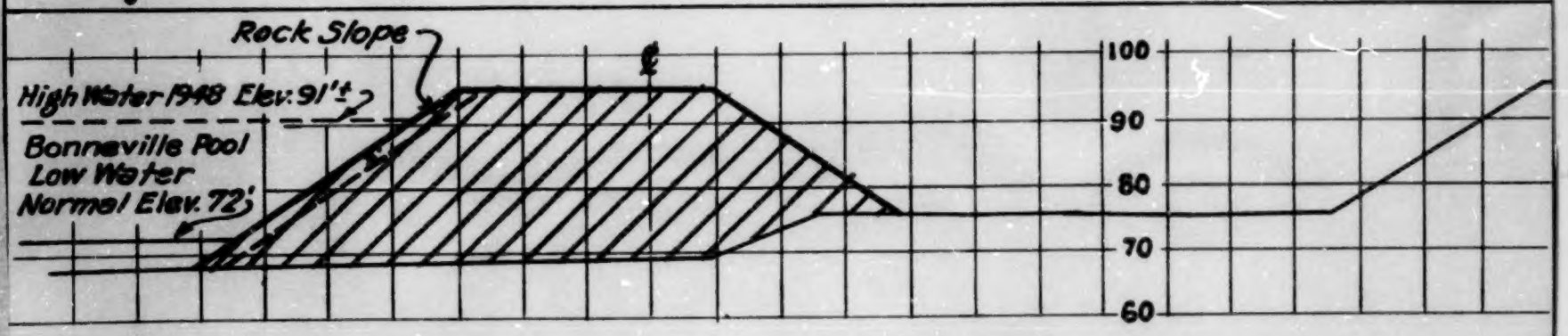
I-80N-2(9) Cascade Locks-Mitchell Pt. 1965
43 Sec., Columbia River Hwy. (Grad.
#6541 & Structs.) Folder # 2

NPP 800.6(Col. Riv.-Fills)-12/1



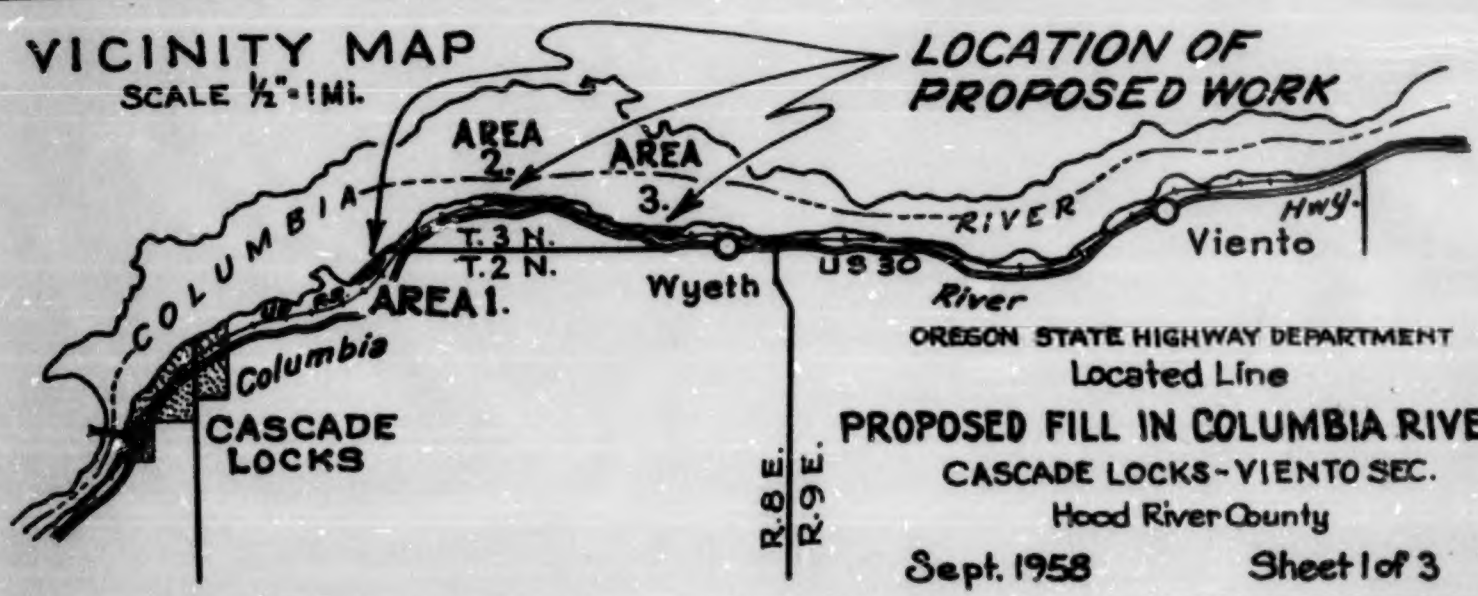
PLAN VIEW AREA 2.

SCALE 1"=400'



CROSS SECTION AT STA. 423+38 (R.R.)

SCALE : 1"=30' HORIZ., 1"=30' VERT.



OREGON STATE HIGHWAY DEPARTMENT

Located Line

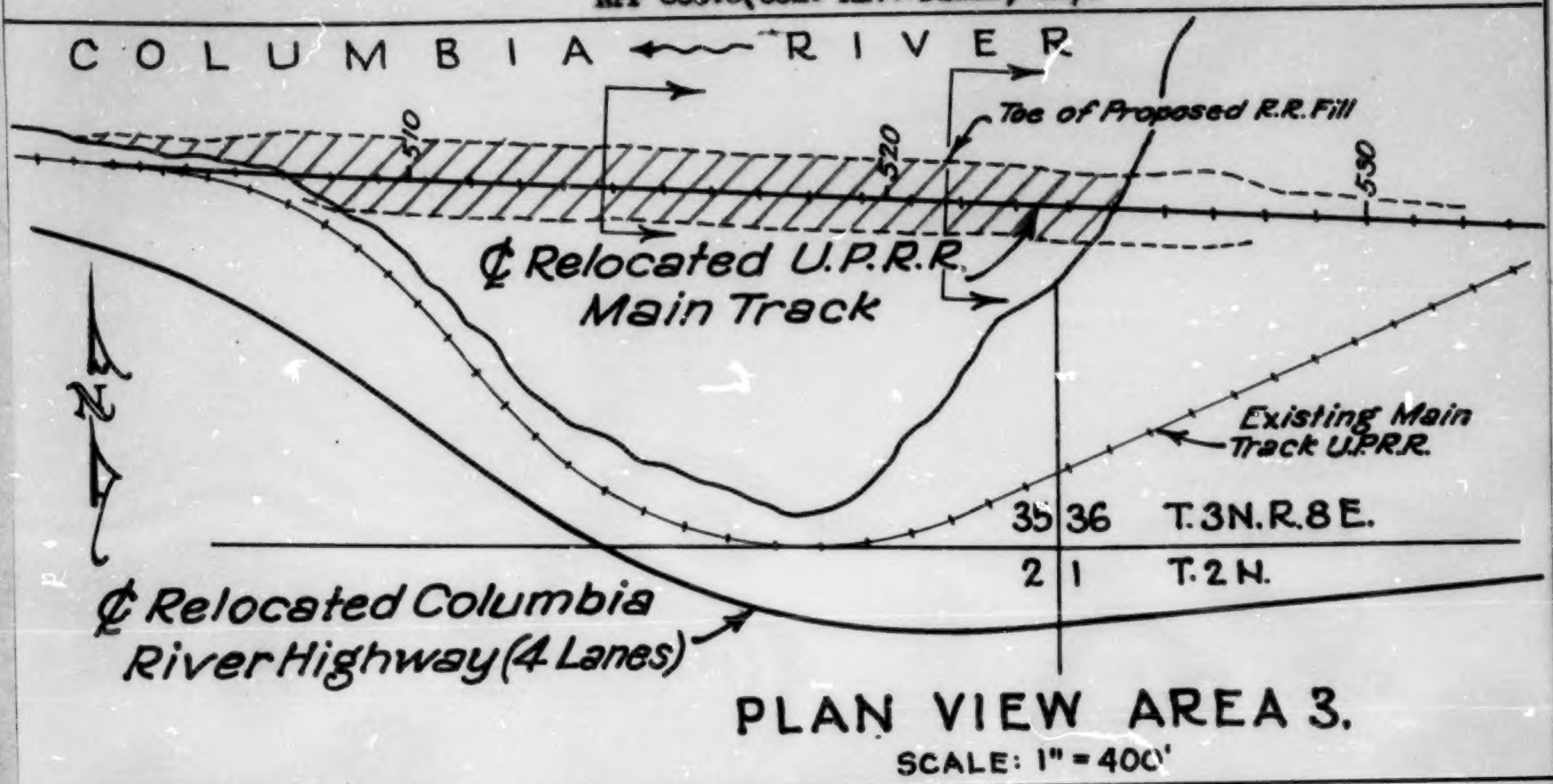
PROPOSED FILL IN COLUMBIA RIVER

CASCADE LOCKS - VIENTO SEC.

Hood River County

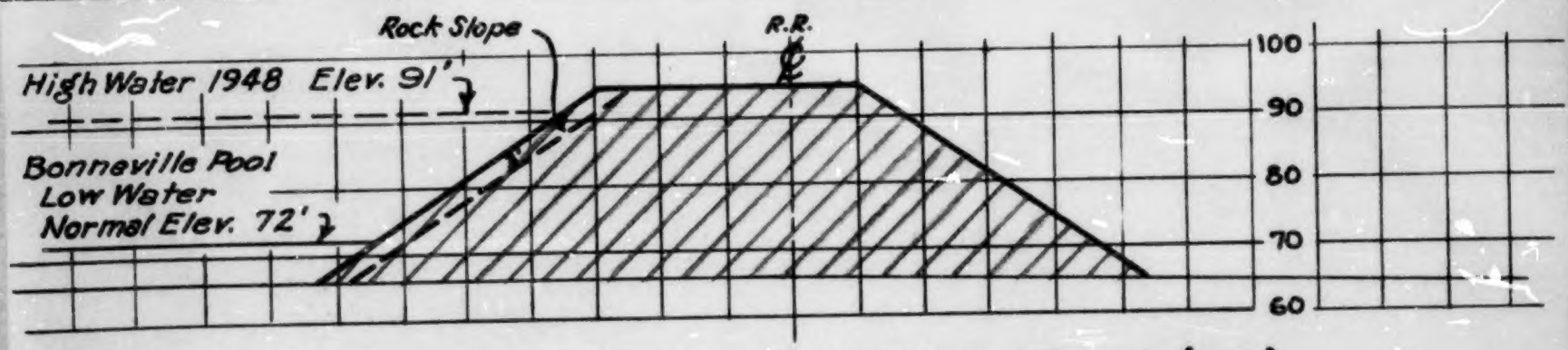
Sept. 1958 Sheet 1 of 3

NPP 809.6(Col. Riv.-Fills)-12/2



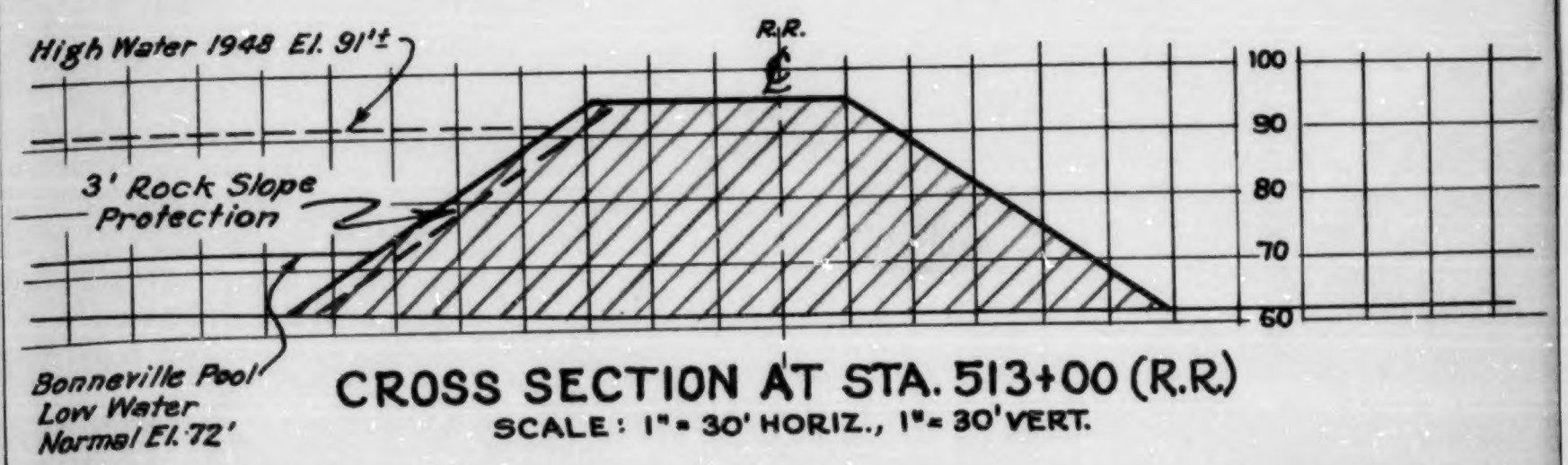
PLAN VIEW AREA 3.

SCALE: 1" = 400'



CROSS SECTION AT STA. 521+00 (R.R)

SCALE: 1" = 30' HORIZ., 1" = 30' VERT.



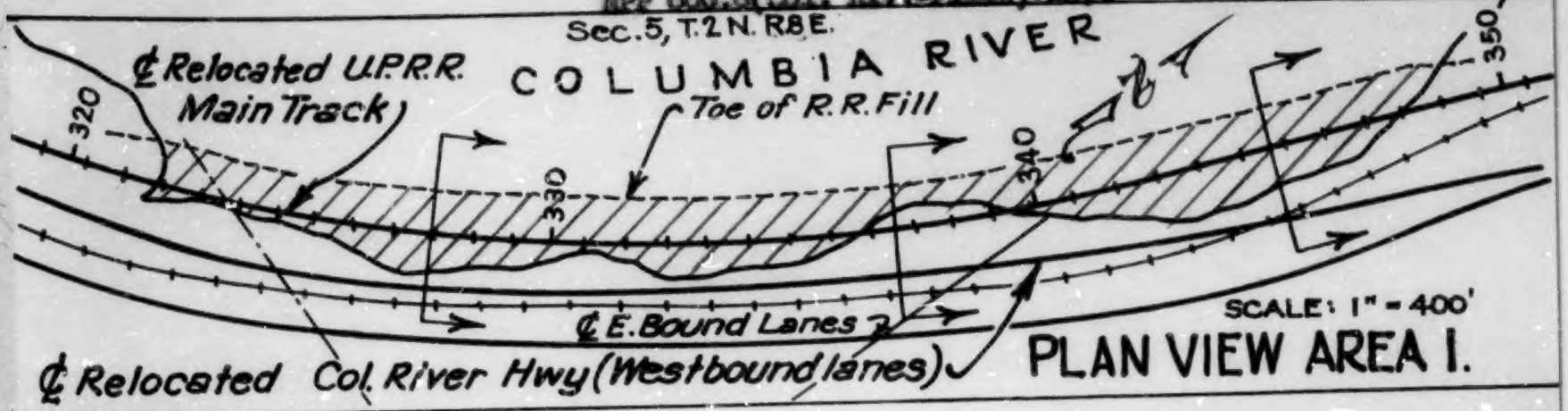
CROSS SECTION AT STA. 513+00 (R.R.)

SCALE: 1" = 30' HORIZ., 1" = 30' VERT.

Oregon State Hwy. Dept. CASCADE LOCKS - VIENTO SECTION

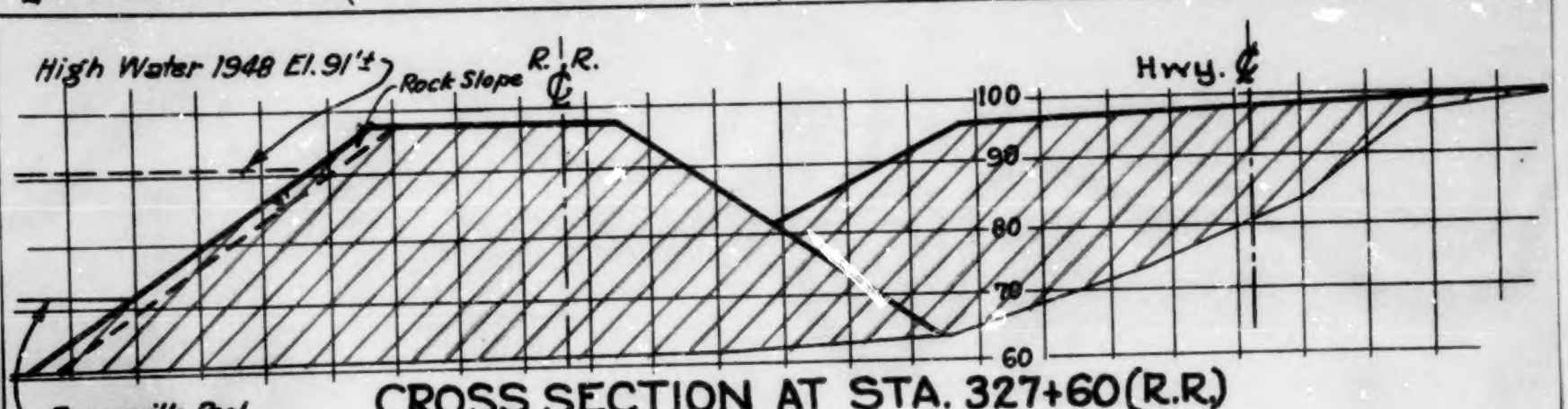
NPP 800.6(Col. Riv.-Fills)-12/3

Sec. 5, T. 2 N. R 8 E.



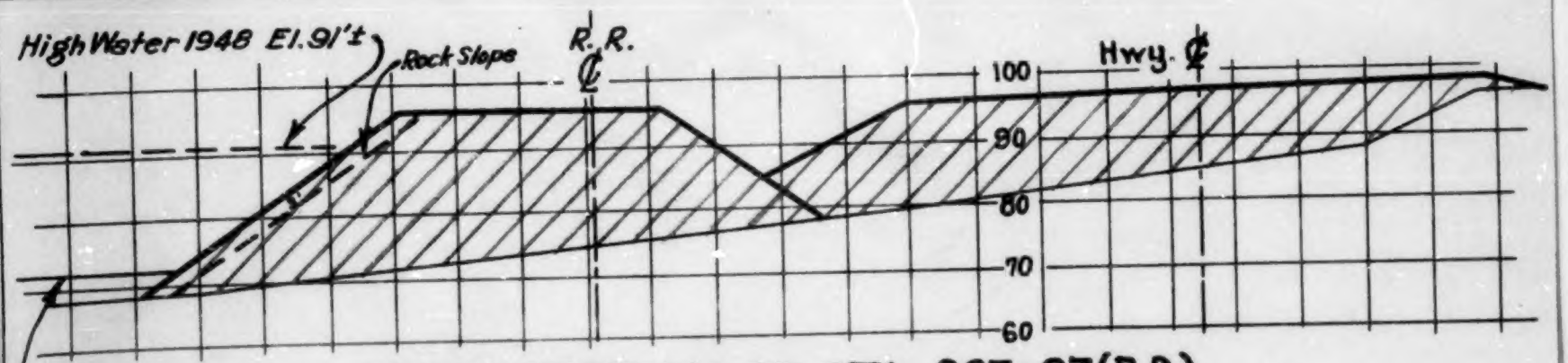
SCALE: 1" = 400'

PLAN VIEW AREA I.



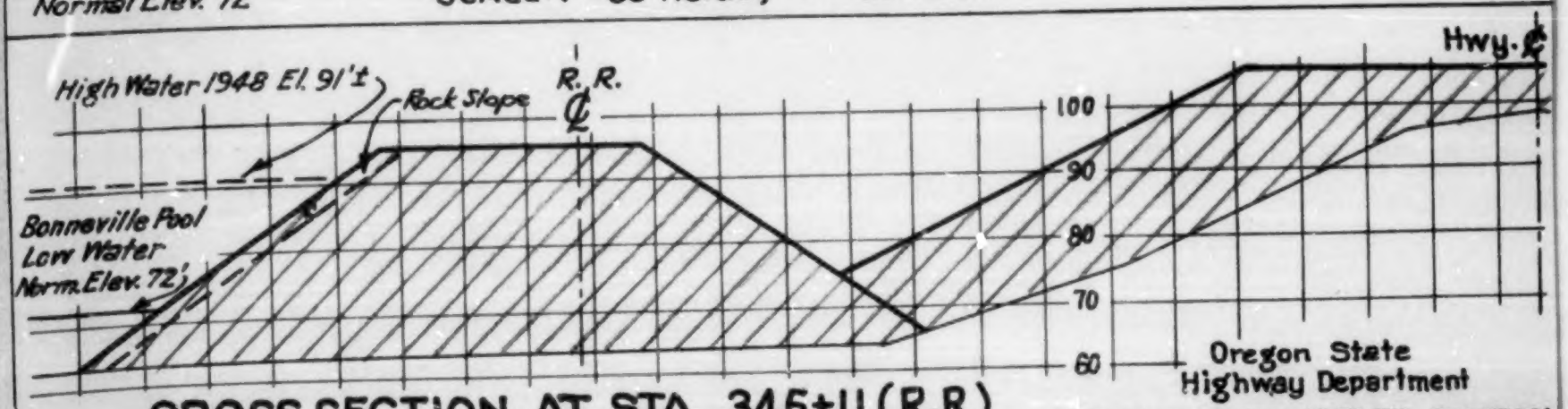
CROSS SECTION AT STA. 327+60 (R.R.)

SCALE: 1" = 30' HORIZ., 1" = 30' VERT.



CROSS SECTION AT STA. 337+07 (R.R.)

SCALE: 1" = 30' HORIZ., 1" = 30' VERT.



CROSS SECTION AT STA. 345+11 (R.R.)

SCALE: 1" = 30' HORIZ., 1" = 30' VERT.

Oregon State
Highway Department

CASCADE LOCKS - VIENTO SECTION

Sheet 3 of 3

(*a*) That the work shall be subject to the supervision and approval of the District Engineer, Corps of Engineers, in charge of the locality, who may temporarily suspend the work at any time, if in his judgment the interests of navigation so require.

(*b*) That any material dredged in the prosecution of the work herein authorized shall be removed evenly and no large refuse piles, ridges across the bed of the waterway, or deep holes that may have a tendency to cause injury to navigable channels or to the banks of the waterway shall be left. If any pipe, wire, or cable hereby authorized is laid in a trench, the formation of permanent ridges across the bed of the waterway shall be avoided and the back filling shall be so done as not to increase the cost of future dredging for navigation. Any material to be deposited or dumped under this authorization, either in the waterway or on shore above high-water mark, shall be deposited or dumped at the locality shown on the drawing hereto attached, and, if so prescribed thereon, within or behind a good and substantial bulkhead or bulkheads, such as will prevent escape of the material in the waterway. If the material is to be deposited in the harbor of New York, or in its adjacent or tributary waters, or in Long Island Sound, a permit therefor must be previously obtained from the Supervisor of New York Harbor, New York City.

(*c*) That there shall be no unreasonable interference with navigation by the work herein authorized.

(*d*) That if inspections or any other operations by the United States are necessary in the interest of navigation, all expenses connected therewith shall be borne by the permittee.

(*e*) That no attempt shall be made by the permittee or the owner to forbid the full and free use by the public of all navigable waters at or adjacent to the work or structure.

(*f*) That if future operations by the United States require an alteration in the position of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army, it shall cause unreasonable obstruction to the free navigation of said water, the owner will be required upon due notice from the Secretary of the Army, to remove or alter the structural work or obstructions caused thereby without expense to the United States, so as to render navigation reasonably free, easy, and unobstructed; and if, upon the expiration or revocation of this permit, the structure, fill, excavation, or other modification of the watercourse hereby authorized shall not be completed, the owners shall, without expense to the United States, and to such extent and in such time and manner as the Secretary of the Army may require, remove all or any portion of the uncompleted structure or fill and restore to its former condition the navigable capacity of the watercourse. No claim shall be made against the United States on account of any such removal or alteration.

(*g*) That the United States shall in no case be liable for any damage or injury to the structure or work herein authorized which may be caused by or result from future operations undertaken by the Government for the conservation or improvement of navigation, or for other purposes, and no claim or right to compensation shall accrue from any such damage.

(*h*) That if the display of lights and signals on any work hereby authorized is not otherwise provided for by law, such lights and signals as may be prescribed by the U. S. Coast Guard, shall be installed and maintained by and at the expense of the owner.

(*i*) That the permittee shall notify the said district engineer at what time the work will be commenced, and as far in advance of the time of commencement as the said district engineer may specify, and shall also notify him promptly, in writing, of the commencement of work, suspension of work, if for a period of more than one week, resumption of work, and its completion.

(*j*) That if the structure or work herein authorized is not completed on or before the 31st day of December, 1961, this permit, if not previously revoked or specifically extended, shall cease and be null and void.

By authority of the Secretary of the Army:

W. L. WINEGAR
Colonel, Corps of Engineers

By T. W. Ragsdale
T. W. RAGSDALE
Chief, Operations Division

ENG FORM 1721 (Civil) 1 SEP 48 This form supersedes ED Form 96, dated 1 Apr 45, which may be used until exhausted.
EM 1145-2-303
U. S. GOVERNMENT PRINTING OFFICE 16—13163-5

RECEIVED
OCT 14 1958
FOR FILING

I-80N-2(9)43
6541

October 13, 1958

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

The Oregon State Highway Commission requests a permit to place embankment in the Columbia River at three points between Cascade Locks and Viento. The location, extent and details of this embankment are shown on the attached drawings. One set of these drawings is linen tracings and three are reproductions therefrom.

The Oregon State Highway Commission is rebuilding the Columbia River Highway in this section by the addition of two lanes of traffic and in doing so propose to move the Union Pacific's railroad onto new alignment of which the proposed embankment will form a part. The State of Oregon and the Union Pacific Railroad Company own all of the property adjacent to the proposed embankment.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Pexson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. R. M. Brown
District Engineer
Union Pacific Railroad Company

Mr. W. C. Williams
Mr. Tom Edwards/w.encl.
Mr. A. G. Skelton

RECEIVED
MAY 21 1962
FOR FILING

FORM CD-121 (9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. NE
Salem, Oregon

I-80N-2(9)43
6541

TO : Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 18, 1962

Copy To:
Morgan
5-21-62

FROM : C. G. Polk, Division Engineer
08-35.4DA Salem, Oregon

SUBJECT: Oregon Project I-80N-2(9)43 - Dodson-Hood River Section, Columbia River Highway. Locked Gate Access, Station 871+50, Wygant Park

Reference is made to Mr. Klaboe's letter dated May 4, 1962.

With the understanding that the access at Sta. 871+50 (Wygant Park), mentioned in your letter, is to be a locked-gate type only, we approve the location as requested.

For your general information, we enclose a copy of our Regional Office's May 11, 1962 memorandum on the subject.

Enclosure

RECEIVED
MAY 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

Mr. C. C. Polk, Division Engineer
Salem, Oregon

May 11, 1962

08-35.2-BA

J. F. Cameron, Assistant Regional Engineer
Portland, Oregon

08-30.2

Oregon Project I-005-2(9)43
Cascade Locks-Mitchell Point Section
Locked Gate Access Wygant Park

In reviewing the file on this matter we are satisfied that a proper demonstration of need on the part of the Power Utilities for access to the vicinity of Wygant Park was made. In lieu of a slip ramp at Wygant this access was to be provided, by means of a Park Road from the subsequently approved partial interchange at Sta. 908(Mitchell Point). Now it is ascertained that such a Park Road will not be built, so that to get into the Wygant Area the utilities will require a locked gate access at or near Wygant Park.

You are as aware as anyone concerned with the approval number of interchanges, slip ramps, locked gate access points for railroad and utilities in the Columbia Gorge Section of I 80N; and the necessity of holding these to a minimum consistent with off highway operations of utilities which can be provided other than from the highway only at unreasonable expense.

It is believed there is no other solution here than to approve a locked gate access point provided it is to be located in such a manner that complete sight distance will exist on the highway and adequate room will be provided to get utility vehicles quickly away from the shoulders and highway right of way.

Whoever is responsible in the State for handling of such matters should be advised that approved access points on an Interstate highway cannot be cancelled and the approval transferred to some other point. Each point of access for which approval is asked should be justified on an individual and specific basis. It should be understood that access approved at Station 871+50 (Wygant Park) is for a "locked gate" access only and not an "access" as noted in the last paragraph of the State's May 4 letter.

RECEIVED
MAY 7 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-80N-2(9)43
6541

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 4, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Locked Gate Accesses for Utilities
Dodson-Hood River Section
Columbia River Highway
Project No. I-80N-2(9)43

Dear Mr. Polk:

Under date of October 5, 1961, we received a letter from your office indicating approval of locked gate access points as submitted. On April 13, 1962, your office approved a partial interchange design at Mitchell Point, which replaces the previously approved connection at Wygant Park.

The Mitchell Point connection is located at Station 908, which is one of the points approved for a locked gate access. It was assumed, when the need for locked gate access points was determined, that the utility companies would be allowed to use the connection at Wygant Park as a utility access point.

We are informed by our Parks Division that no road will be constructed from Mitchell Point back to Wygant Park, but that access to Wygant Park will be by foot trail only. When the Mitchell Point connection was presented to you for approval, it was assumed that vehicular access would be continued at Wygant Park via a frontage or park road along the southerly side of the freeway.

Therefore, it is now necessary to request that the approved locked gate access at Station 908 be cancelled, and that an access at Station 871+50 (Wygant Park) be approved in its stead.

NOTED
R. L. PORTER

A sketch map showing the exact stationing of all the approved access point locations, as well as the proposed Wygant Park access is attached.

Your approval of this change of location of a locked gate access is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh
Attachments

cc: R. L. Porter (Attach.)
R. B. Sipprell

RECEIVED
MAY 4 1962
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

UTILITY LOCKED GATE ACCESSES
DODSON-HOOD RIVER SEC

COLUMBIA R. HWY MULTNOMAH & HOOD R. CO.

1962

SCALE: 1" = 1 MI.

STA 16 18+90 CLCL USE

STA 17 31+00 P&R CLCL USE

CASCADE LOCKS

BONNEVILLE DAM

Bradford Is.

Hamilton Is.

SHERIDAN STATE PARK

BONNEVILLE STATE PARK

Bonneville

Eagle Creek

T. 2 N.

COUNTY

COUNTY

MULTNOMAH

HOOD RIVER

NATIONAL

R. 8 E.

STA 631+70
BPA & PNBT USE

STA 657+00
PNBT USE

STA 683+10
BPA & PNBT USE

FOREST WAYSIDE

Wyeth

Lindsey

Viento

LINDSEY CR. STATE PARK

STARVATION CR. STATE PARK

VIENTO STATE PARK

Creek

Gorton Creek

Lindsey Creek

Warren Cr.

Cabin Cr.

Starvation Cr.

Viento Cr.

Mt. Hood National Forest

F O R E S T

Little North Fork

East Fork

Salmon

STA 837+55
PI BT & PP & L USE

STA 871+50
PI BT & PP & L USE

SENECA FOUTS
MEMORIAL
STATE PARK

IVVGANT
STATE PARK

Post Canyon Creek

HOOD
RIVER

Perhaps Cr.

Flume

Phelps

Creek

Indian

HOOD RIVER-MOSIER

FOREST WAYS

HOOD RIVER

Creek

Mt. Hood Loop

RR

Odell

Neal Creek

EXHIBIT "A"

837+55
PP&L USE

STA 871+50
APP. MBT & PP&L USE

SENECA FOUTS
MEMORIAL
STATE PARK

IVYGANT
STATE PARK

Post Canyon Creek

HOOD
RIVER

Cr.

ume

Phelps

Indian Creek

HOOD RIVER-MOSIER

FOREST WAYSIDE

HOOD RIVER

HOOD

Creek

Hood

RR

Odell

Neal

EXHIBIT "A"

RECEIVED
MAR 6 1962

FOR FILE

I (A) 7/63

(Sgd) Morgan

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1962

Please handle

To: R. L. Porter, Assistant
State Highway Engineer

BUILDING

Through: P.M. Stephenson

SUBJECT: Change of Access, Wygant State Park, Cascade Locks-Mitchell Point, Columbia River Highway

The Parks and Recreation Division requests that the access to Wygant State Park be changed from the presently proposed location to a point easterly, so that access will be at the old Mitchell Point Motel road.

Now that title to the Johnson property has been acquired, it is more desirable from a park development and expansion standpoint to provide the access at the more easterly location, giving access to all park areas in this vicinity.

Mark H. Astrup
Mark H. Astrup
State Parks Superintendent

MHA:end

cc -P.M. Stephenson

original To Morgan
with note To handle

MAR 6 1962

RECEIVED
FEB 14 1962
FOR FILING

January 31, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 No. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

A few days ago Mr. Tabor contacted us by telephone and asked for our estimate of the cost of the railroad work in connection with the five railroad line changes between Cascade Locks and Viento (Mitchell Point). Attached are two copies of these estimates.

You will note that in the estimates we have shown an allowance of approximately 10 per cent on quantities for excavation, haul, concrete and metal reinforcement. Our estimates are based on the total, which is the sum of the net estimate and the allowances. These estimates also include an allowance of 12½ per cent to cover engineering and contingencies.

The estimates do not include railroad costs for ballast and track installation, flagging and watchmen for the four line changes to be built at Railroad expense, and also do not include the cost of a small structure spanning the flume at Gorton Creek in the Wyeth line change. It is my understanding that you were to furnish us plans for this structure and that we were to include it in the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paulsen
Deputy State Highway Engineer

GSP:ms
enc.
cc Mr. R. H. Brown with copy

Mr. Forrest Cooper
Mr. L. H. Young

Job No. _____

Sheet ____ of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Cascade Locks - Mitchell Point Section

Made by AHB 1-29, 1963 Checked by _____, 19____ Backchecked by _____, 19____

COST OF RAILROAD RELOCATIONS

LOG POND RELOCATION "A" (TO BE PAID BY STATE)

BEACON ROCK RELOCATION "B"

	Unit	Net	Allow	Total	Unit Price	Amount
Clearing & Grubbing	All	All		All		800 -
Drainage Excavation, Unclassified	Cu. Yd.	34	6	40	3 /	120 -
Excavation, Unclassified	Cu. Yd.	1213	87	1300	8 /	1040 -
Hauling and Placing Materials	Cu. Yd.	133805	13395	147200	3½ /	5292 -
Finishing Roadbed and Slopes	All	All		All		350 -
24-inch Corrugated Metal Pipe, 12 Gage	Lin Ft.	120	10	130	8 -	1040 -
						8,642 -
					12½A	79.48
						8,284.38

WIGETH RELOCATION "C"

	Unit	Net	Allow	Total	Unit Price	Amount
Clearing & Grubbing	All	All		All		2200 -
Drainage Excavation, Unclassified	Cu. Yd.	40	5	45	3 -	135 -
Excavation, Unclassified	Cu. Yd.	6444	656	7100	8 /	5680 -
Hauling and Placing Materials	Cu. Yd.	309709	30891	340600	3½ /	12,241.65
Finishing Roadbed and Slopes	All	All		All		950 -
18-inch Corrugated Metal Pipe, 12 Gage	Lin. Ft.	82	8	90	5.50	495 -
Extra for Pipe Under Railroad	All	All		All		1200 -
54-inch Corrugated Metal Pipe, 8 Gage	Lin. Ft.	128	12	140	33 -	4620 -
Class "A" Concrete in Box Culvert	Cu Yd	75	5	80	55 -	4400 -
Metal Reinforcement in Box Culvert	lb	10100	900	11000	14 /	1540 -
Concrete Manhole	One	1		1	450 -	450 -
66-inch Tunnel Liner Plate Pipe	Lin. Ft.	62	8	70	125 -	8750 -
						153086
					12½2	19129.58
						$ 172,165.58

Job No. _____

Sheet _____ of _____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for _____

Made by _____, 19____ Checked by _____, 19____ Backchecked by _____, 19____

LINDSEY CREEK RELOCATION "D"

	UNIT	NET	ALLOW	TOTAL	UNIT PRICE	AMOUNT
Clearing + Grubbing	All	All		All		2200-
Drainage Excavation, Unclassified	Cu. Yd.	39	6	45	3-	135-
Excavation, Unclassified	Cu. Yd.	14853	1447	16300	80	13040-
Hauling and Placing Materials	Cu. Yd.	469675	46825	516500	36	185904-
Finishing Roadbed and Slopes	All	All		All		950-
18-inch Corrugated Metal Pipe, 12Gage	Lin. Ft.	48	2	50	5.50	275-
Extra for Pipe Under Railroad	All	All		All		200-
132-inch Structural Plate Pipe, 10Gage	Lin. Ft.	142	18	160	80-	12800-
						216104-
					12½%	27013-
						243,117-

VIENTO RELOCATION "E"

	UNIT	NET	ALLOW	TOTAL	UNIT PRICE	AMOUNT
Clearing + Grubbing	All	All		All		2800-
Drainage Excavation, Unclassified	Cu. Yd.	146	14	160	3-	480-
Excavation, Unclassified	Cu. Yd.	100634	10166	110,800	80	88640-
Hauling and Placing Materials	Cu. Yd.	206238	20562	226800	36	81648-
Finishing Roadbed and Slopes	All	All		All		1250-
18-inch Corrugated Metal Pipe, 12 Gage	Lin. Ft.	358	32	390	5.50	2145-
24-inch Corrugated Metal Pipe, 12 Gage	Lin. Ft.	108	12	120	8-	960-
30-inch Corrugated Metal Pipe, 10 Gage	Lin. Ft.	96	4	100	10-	1000-
108-inch Structural Plate Pipe, 10 Gage	Lin. Ft.	172	18	190	60-	11400-
						190,323-
					12½%	23,791-
						214,114-

Net Contract Amount $ 615,805.80

+ 12½% Engr + Contingencies 76,975.63

Estimated Total Cost to Railroad $ 692,780.63

Price from Bulletin 1-29-67

Item No.	Item	Quantities	Unit Price	Amount
				8000 -
1	Clearing and Grubbing, Railroad Relocations B,C,D+E	All Specified		15500 -
2	Clearing and Grubbing, All Other Areas	All Specified		2430 -
3	Drainage Excavation, Unclassified	8070 Cu Yds.	3 -	250 -
4	Embankment Foundation Excavation, Unclassified	100 Cu Yds.	2 50	2,419,600 -
5	Excavation, Unclassified	3,024,500 Cu Yds.	80	443,160 -
6	Hauling and Placing Materials, Railroad Relocation B,C,D+E	1,231,000 Cu Yds.	36	396,635 -
7	Hauling and Placing Materials, All Other Areas	1,743,500 Cu Yds.	21	3500 -
8	Finishing Roadbed and Slopes, Railroad Relocation B,C,D+E	All Specified		24000 -
9	Finishing Roadbed and Slopes, All Other Areas	All Specified		4500 -
10	Reworking Cut banks	35,000 Lin. Ft.	15	1575 -
11	12-inch Concrete Pipe	630 Lin. Ft.	2 50	7380 -
12	18-inch Concrete Pipe	1640 Lin. Ft.	4 50	1150 -
13	18-inch Extra Strength Concrete Pipe	230 Lin. Ft.	5 -	1140 -
14	24-inch Concrete Pipe	190 Lin. Ft.	6 -	915 -
15	24-inch Extra Strength Concrete Pipe	140 Lin. Ft.	6 75	510 -
16	30-inch Concrete Pipe	60 Lin. Ft.	8 50	950 -
17	8-inch Corrugated Metal Pipe	380 Lin. Ft.	2 50	10350 -
18	18-inch Corrugated Metal Pipe	2070 Lin. Ft.	5 -	5500 -
19	18-inch Corrugated Metal Pipe, 12 Gage	1000 Lin. Ft.	5 50	3375 -
20	24-inch Corrugated Metal Pipe,	450 Lin. Ft.	7 50	2880 -
21	24-inch Corrugated Metal Pipe, 12 Gage	360 Lin. Ft.	8 -	1000 -
22	30-inch Corrugated Metal Pipe, 10 Gage	100 Lin. Ft.	10 -	1450 -
23	36-inch Corrugated Metal Pipe	100 Lin. Ft.	14 50	4340 -
24	36-inch Corrugated Metal Pipe, 10 Gage	280 Lin. Ft.	15 50	1600 -
25	42-inch Corrugated Metal Pipe	80 Lin. Ft.	20 -	4200 -
26	54-inch Corrugated Metal Pipe	140 Lin. Ft.	30 -	4620 -
27	54-inch Corrugated Metal Pipe, 8 Gage	140 Lin. Ft.	33 -	8960 -
28	84-inch Half Circle Corrugated Metal Pipe	280 Lin. Ft.	32 -	275 -
29	22-inch Arch-Type Corrugated Metal Pipe	50 Lin. Ft.	5 50	10800 -
30	108-inch Structural Plate Pipe, 10 Gage	180 Lin. Ft.	60 -	12900 -
31	132-inch Structural Plate Pipe, 10 Gage	160 Lin. Ft.	80 -	1250 -
32	Extra for Pipe Under Pavement	250 Lin. Ft.	5 -	2000 -
33	Extra for Pipe Under Railroad	All Specified		96 -
34	Salvaging and Reinstalling Culvert Pipe	32 Lin. Ft.	3 -	8750 -
35	66-inch Tunnel Liner Plate Pipe	70 Lin. Ft.	125 -	1650 -
36	6-inch Perforated Rigid-Type Drain Pipe	660 Lin. Ft.	2 50	337 50
37	18-inch Perforated Rigid-Type Drain Pipe	90 Lin. Ft.	3 75	460 -
38	6-inch Metal Drain Pipe	230 Lin. Ft.	2 -	1600 -
39	6-inch Perforated Metal Drain Pipe, Uncoated	3300 Lin. Ft.	2 -	

Cascade Locks - Mitchell Point Section

Item No.	Item	Quantities		Unit Price	Amount
40	12-inch Perforated Metal Drain Pipe, Uncoated	400	Lin. Ft.	3 75	1500 -
41	Special Backfill in Drains	1600	Cu. Yds.	6 -	9600 -
42	8-inch Sewer Pipe	140	Lin. Ft.	2 -	280 -
43	12-inch Sewer Pipe	3770	Lin. Ft.	2 50	9425 -
44	18-inch Sewer Pipe	850	Lin. Ft.	3 75	3187.50
45	18-inch Culvert End Sections	1	Only	45 -	45 -
46	Concrete Manholes	10	Only	450 -	4500 -
47	Concrete Inlets, Type G	36	Only	125 -	4500 -
48	Concrete Inlets, Type D	6	Only	150 -	900 -
49	Concrete Curbs	25	Cu. Yds.	50 -	1250 -
50	Class "A" Concrete in Box Culverts and Flumes	860	Cu. Yds.	55 -	47300 -
51	Metal Reinforcement in Box Culverts and Flumes	150,000	lbs.	14	21000 -
52	Loose Riprap	4900	Cu. Yds.	2 50	12250 -
53	Type 2 Fence	1990	Rods	6 50	12935 -
54	Type 3 Fence	110	Rods	16 -	1760 -
55	Metal Guard Rail	1460	Lin. Ft.	3 -	4380 -
56	Type 2 Barricade	2000	Lin. Ft.	4 50	9000 -
58	Bin-Type Retaining Wall, Sta 554+90 to Sta 568+50	All Specified			
59	Bin-Type Retaining Wall, Sta 570+50 to Sta 576+10	All Specified			275,000 -
60	Bin-Type Retaining Wall, Sta 578+00 to Sta 582+40	All Specified			
61	Bin-Type Retaining Wall, Sta 727+40 to Sta 731+30	All Specified			
57	Salvage and Reinstall Guard Rail	220	Lin. Ft.	1 50	330 -
62	Rock Drinking Fountain	All Specified			750 -
63	1-inch Plastic Water Pipe	520	Lin. Ft.	1 -	520 -
64	1½-inch Plastic Water Pipe	230	Lin. Ft.	1 50	345 -
65	2-inch Plastic Water Pipe	1270	Lin. Ft.	2 -	2540 -
66	1-inch Gate Valves	3	Only	15 -	45 -
67	1½-inch Gate Valves	1	Only	25 -	25 -
68	2-inch Gate Valves	1	Only	40 -	40 -
69	Coarse Crushed Material in Base	29900	Tons	2 -	59800 -
70	3/4"-0 Material in Base	6000	Tons	2 10	12600 -
71	Sprinkling	700	M-Gals	2 50	1750 -
72	Reparation of Base	All Specified			6000 -
73	3/4"-0 Material in Binder Course	260	Cu. Yds.	5 -	1250 -
74	Furnishing and Placing Aggregates	260	Cu Yds	5 -	1250 -
75	RC-250 Asphalt	40	Tons	55 -	2200 -
76	120-150 Asphalt	16	Tons	53 -	848 -
77	RS-1 Asphalt	10	Tons	55 -	550 -
78	Class A Asphaltic Concrete	4500	Tons	14 -	[illegible]

Oakland Locks - Mileage Rate

Net Roadwork Items	4,124,954.00
Anticipated Slide	250,000.00
Other Anticipated Items	100,000.00
	# 4,574,954.00
+12% To	571,869.25
	5,146,823.25
Main Line Str over Herman Cr (Br No 1403A)	63,000.00
OX Line Str. over Herman Cr (Br No 1403B)	31000.00
Saw Mill Road Str (Br. No. 1634)	85,000.00
Herman Cr. Road Str (Br. No. 1623)	98000.00
Wyeth Interchange Str (Br. No. 1604)	94000.00
Viento State Park Interchange Str.	85,000.00
Concrete Retaining Walls	67000.00
	# 5,669,823.25

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JAN 24 1962
FOR FILING

FORM B-80 REV 3-61 64007

OREGON STATE HIGHWAY DEPARTMENT CONSTRUCTION DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JAN 11 1962
NOTED- ☐ ☐ ☐ ☐ ☐
CE ACE ACE CUE

Salem, Oregon
January 10, 1962

SUBJECT:

To: Mr. R. L. Porter
Assistant State Highway Engineer

Office

REFERRED TO Curt Baker
FOR
R L PORTER
NOTED PORTER
See me on this

The Legal Department has recently received from Mr. Curt Baker, Assistant Field Construction Engineer, a rough draft form of a letter to Pacific Northwest Bell Telephone Company with respect to utility access points between Cascade Locks and Mitchell Point on the Columbia River Highway. Mr. Baker requested the Legal Department's approval of his draft letter in which he informed the company that they were authorized to use utility maintenance accesses with locked gates at approximately six different locations on the above-mentioned highway. Apparently some of these can be used exclusively by the telephone company and others must be used with Bonneville Power or other utilities.

I am sure you are aware of the access control policy of the federal government, as well as the Commission, with respect to direct accesses, whether they be by locked gate or otherwise, to the Interstate system of highways. Therefore, it appears that if we are going to permit utility maintenance accesses such accesses must be granted by the Commission and not by a letter from one of its agents.

Mr. Walter Wright and myself have discussed this matter rather thoroughly and we believe that before any such accesses should be granted a definite procedure should be established so that a file will support the Legal Department drawing the necessary indentures of accesses or agreements. We believe that this policy should include, among other things, a report disclosing that an investigation has been made as to the cost of either the utility company or the state constructing frontage roads, or other roads, to connect to county roads so that the utility can be served by accesses other than the Interstate system. It should also indicate whether the Bureau of Public Roads has been consulted and whether or not they will agree with the necessity for allowing locked gate approaches in the particular instance.

We believe that after the above has been documented so that it can be presented to the Commission, then an agreement should be prepared wherein

RECEIVED
JAN 11 1962
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Baker
By Ass't. Construction Engineer

the Commission authorizes such accesses and the utility company in return agrees to the manner in which their vehicles will use the accesses, as well as holding the State harmless from claims arising from accidents which are caused as a direct result of the access use. In fact the Commission could adopt a uniform agreement to be used in all like cases.

We would be more than willing to discuss this matter with you more fully at any time you may desire. During this discussion I believe we should also determine who should pay for the construction of these accesses, the gates, as well as future maintenance.

G. E. ROHDE
Assistant Counsel

FCMcK:hg
CC - Mr. Frank Morgan
Mr. Curt Baker
Mr. W. T. Wright
Mr. L. I. Lindas

RECEIVED
DEC 21 1961
FOR FILING

December 20, 1961

Mr. O. K. Kinsdale, President
Umpqua Navigation Company
Post Office Box 25
Reedsport, Oregon

Re: Herman Creek Traffic Interchange
Columbia River Highway
Cascade Locks

Dear Mr. Kinsdale:

I have your letter of December 17 concerning the underpass of the freeway to serve your operations.

We have not definitely scheduled the awarding of a contract for this section of the freeway. It depends upon the completion of negotiations with the railroad company. When these negotiations are completed, we will have to go ahead with the project. However, until that time the matter of providing the underpass can be left open.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms

cc Mr. Forrest Cooper

UMPQUA RIVER NAVIGATION COMPANY
BARGES, TOWING, SAND, GRAVEL & READYMIX CONCRETE
Since 1889
P. O. Box 25
REEDSPORT, OREGON

December 17, 1961

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Re: Herman Creek Traffic Interchange
Underpass Structure at 294 + 74
Highway #30 - East of Cascade Locks

Attention: Mr. Tom Edwards, Construction Engineer

Dear Sir:

Thank you for your letter of November 22 and also for your letter of December 4. We are still not prepared to commit ourselves for the $161,300.00 as outlined in your letter of November 8, 1961. We would like additional time to make up our mind, understanding of course, that we cannot expect the State Highway Commission to delay this job for us.

As you know, the U. S. Army Engineers have advertised the Siuslaw Jetty job and if their time table is correct, they will advertise Columbia River in January, Coos Bay in February and Umpqua in June. If we were the low bidder on any one of these jobs, it would be very easy for us to make up our mind and if you will go along with this and give us as much time as possible, this would be appreciated. If you will advise us when you have approval from the Union Pacific, we will commit ourselves at that time, regardless of any jobs with the U. S. Army Engineers that we may be low bidder on. What we are asking for now is time, without sacrificing our position to commit ourselves to the underpass structures.

Very truly yours,

UMPQUA RIVER NAVIGATION COMPANY

RETURNED TO Forrest

O. H. Hinsdale
President

OHH/iw

RECEIVED
DEC 19 1961
OREGON
STATE HIGHWAY COMMISSION

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 11, 1961

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project I-80N-2(9)43
Cascade Locks-Mitchell Point Section
Columbia River Highway

Reference is made to your letter dated November 28, 1961 concerning a locked-gate access at Station 372, subject project.

The locked-gate access is approved.

RECEIVED
DEC 12 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 28 1961
FOR FILING
I-80N-2(9)11
G.S. 411

November 28, 1961

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Railroad Access Points
Cascade Locks-Mitchell Pt. Section
Columbia River Highway

Dear Sir:

I enclose herewith three prints from Sheet No. 9 of the plans for the Cascade Locks-Mitchell Point Section. On this sheet are shown two points of access for the Union Pacific Railroad Company for their properties. The access on the south side of the highway opposite our Station 382+50 gives access to their drainage facilities in the area south of the highway and was approved by your office some time ago.

This section of the highway is in the area of the so-called "Fountain Slide", which has been giving trouble for many years. The Railroad Company has elaborate drainage facilities in this area, some of which require access from the Railroad's right of way. The railroad in this vicinity is on a sidehill cut with steep banks on the south and dropping away toward the river on the north. It is not feasible to have access to this particular area either from the Herman Creek Road Interchange or the Wyeth Interchange because of the width of the railroad grade and the difficulty of widening it sufficiently to serve as a off-track maintenance road.

We agree with the Railroad Company that it is of great importance that access be provided to the Railroad's right of way in this area, and we would request that you approve the access on the north opposite our Station 372 as shown on the attached plan.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

Attach.

CSP:ac
cc to: Mr. W. C. Williams
Mr. Tom Edwards

RECEIVED
NOV 21 1961
FOR FILING

I-5 ON 2(9)43
16541

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 17, 1961

SUBJECT: Assignment No. 2112 FC

To:

MEMO TO THE FILE

O. H. Hinsdale, President
Umpqua River Navigation Co.
Reedsport, Oregon

2100
2112

In regard to the attached assignment, we have had two more conferences with Mr. Hinsdale since his forwarding of the initial letter. The subsequent conferences have developed additional plans as requested by Mr. Hinsdale and as approved by Mr. Cooper.

The last exchange was between Mr. Hinsdale and Mr. Edwards on October 25th and November 8th. The letters attached hereto, and particularly to the original assignment, require no reply. We now await the decision of Mr. Hinsdale as to how he wishes to proceed.

Tom Edwards
Construction Engineer

TE:jw

Attach.

NOTED
FORREST COOPER

November 8, 1961

Umpqua River Navigation Company
Reedsport
Oregon

Attention: O. H. Hinsdale, President

Gentlemen:

In reply to your letter of October 25, 1961, I am furnishing you the following breakdown of costs for the proposed highway construction and your proposed haul road:

	Original	Proposed Incl. Haul Road	Add'l. Due to Haul Road
Original Underpass			
Grading & Paving	$ 76,700.00	$101,000.00	$ 24,300.00
Structure	100,000.00	237,000.00	137,000.00
Total Cost	$176,700.00	$338,000.00	$161,300.00

The additional cost of $161,300 due to the haul road is broken down as follows:

RR Underpass -- Grade & Pave	1,300.00	
RR Underpass -- Barrel only	22,000.00	
RR Underpass -- Wing Walls (3)	18,000.00	
Subtotal		41,300.00
Retaining Wall along Haul Road	38,000.00	
Additional Grade & Pave	23,000.00	
Lengthen Highway Structure	59,000.00	
Subtotal		120,000.00
Total Cost		$161,300.00

I am attaching a map showing the various items of cost due to the haul road.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

DJB:jdmp
Attach.
cc: W.C.Williams

UMPQUA RIVER NAVIGATION COMPANY

Barges, Towing, Sand, Gravel and Readymix Concrete

Since 1889

Reedsport, Oregon

October 25, 1961

Mr. Tom Edwards, Construction Engineer
Oregon State Highway Department
Salem, Oregon

RE: HERMAN CREEK INTERCHANGE - HIGHWAY #30

Dear Mr. Edwards:

As you know, I talked with Mr. Barbee regarding the costs of our proposed underpass for off highway traffic. He gave me maps showing your original design to accommodate the underpassing of the railroad. A tabulation of the figures given us are as follows:

	Original	Proposed	Additional	Underpass Union Pacific	Addtl costs of Hwy Structure & Grading exclusive of Railroad
Original Underpass Grading & Paving -	$ ~~76,000.00~~ #76,700	$101,000.00	$ 24,300.00	$ 1,300.00	$ 23,000.00
Structure -	100,000.00	237,000.00	137,000.00	40,000.00	97,000.00
Total Cost	$~~176,000~~.00 176,700.00	$338,000.00	$161,300.00	$ 41,300.00	$120,000.00

We have been trying to reconcile the additional costs involved for the redesigned underpass structure on your Highway #30. You will see that our portion is almost equal to your original cost. Would it be unreasonable for us to ask you for a breakdown of the costs that you have figured, both for underpassing the railroad and the underpassing of the highway, and the grading and paving?

Shortly we will send you a map showing a disposal area for your excess excavation that we could furnish to the low bidder.

Sorry to have missed you. We hope that this problem can be resolved for our mutual advantage.

REFERRED TO
Mr. Tittig
Asst. Engr.

Very truly yours,

UMPQUA RIVER NAVIGATION COMPANY

O. H. Hinsdale
President

CONSTRUCTION DIVISION
RECEIVED
OCT 26 1961
NOTED- [ ] [ ] [ ] [ ] [ ]

CHH/iw

REFERRED TO
By Ass't Construction Engineer

UMPQUA RIVER NAVIGATION COMPANY

Barges, Towing, Sand, Gravel and Readymix Concrete

Since 1889

Reedsport, Oregon

September 1, 1961

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

DELIVERED TO
Cooper
by State Highway Engineer

Re: Herman Creek Interchange - Highway #30

Dear Mr. Williams:

As you know, your construction department has been very helpful in our problem of under passing Highway #30 and the Union Pacific Railroad in order for us to harvest the tremendous natural resource of rock lying south of Highway #30.

The market for this rock is for Jetty construction where barge transportation is a MUST. The operation of a quarry of this type requires "off highway" hauling equipment. Our requirements for vertical clearance is 18 ft. and horizontal clearance of 22 ft.

Mr. D. Barbee has made a preliminary estimate of the cost of this private under pass which would be separated from your interchange road and the figures given to me would indicate a cost to our company of $90,000.00. Mr. Barbee told me that the ultimate cost would depend upon the bids received. This letter is to advise you that our company wishes to proceed with a private under pass to serve the property we have acquired from W. W. Kendricks and adjacent properties.

I have asked Mr. Barbee to detail the cost of the Union Pacific under pass and the additional cost to the state for the longer bridge necessary which will allow us to pass on the west of your interchange under pass road.

We are prepared to pay the additional cost to secure for ourselves this under pass and inasmuch as we will have to deposit substantial funds, we would prefer to put up a bond with a cash payment because we feel we will have money invested for at least a year before we can possibly utilize or have a return on our investment from the quarry. A bond would be cheaper.

I am sending a copy of this letter to Mr. Rolon Haake, Division Engineer, Union Pacific Railroad, 2525 N. Larabee Street, Portland, Oregon. Mr. Haake has assured me that his company will be cooperative in securing an under pass rather than a grade crossing.

Mr. W. C. Williams

September 1, 1961

Mr. Barbee and your staff have been most cooperative in trying to resolve our problem.

Very truly yours,

UMPQUA RIVER NAVIGATION COMPANY

O. H. Hinsdale
President

OHH/iw

cc: Mr. Rolon Haake
Union Pacific Railroad
2525 N. W. Larabee St.
Portland, Oregon

RECEIVED
SEP 4 1961
OFFICE OF
STATE HIGHWAY ENGINEER

UMPQUA RIVER NAVIGATION COMPANY

Barges, Towing, Sand, Gravel and Readymix Concrete

Since 1889

Reedsport, Oregon

September 1, 1961

Mr. Nolon Haake
Division Engineer
Union Pacific Railroad
2525 N. Larabee Street
Portland, Oregon

Dear Mr. Haake:

I want to take this opportunity to thank you for our conference. I would like to mention that I have met Mr. C. M. Ryan, your Manager of Properties; Mr. Lauren A. Fisher, General Indus. Agent; Mr. August Didier, Assistant Engineer, and of course, I had the pleasure of visiting with you.

Today I met with Mr. W. C. Williams, State Highway Engineer, and told him of our conference. Attached you will find a copy of my letter to him of this date in which we have committed ourselves to build an underpass, under Highway #30 and the Union Pacific Railroad tracks. This is all self explanatory.

I would feel a lot happier with my decision to spend $90,000.00 to underpass Highway #30 and the Union Pacific Railroad, if your company would favor our firm with an order for 500,000 yards of Rip-Rap and 500,000 yards of ballast rock, which if your engineers agree with Pittsburgh Laboratories, will excell in making your trains run smoother.

Very truly yours,

UMPQUA RIVER NAVIGATION CO.

O. M. Hinsdale
President

OMH/iw

Attach:

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPVL

2 August 1961

Mr. O. H. Hinsdale
President
Umpqua River Navigation Company
Reedsport, Oregon

Dear Mr. Hinsdale:

This will acknowledge your written request of 28 July 1961 for a copy of our geologist's report concerning potential quarry sites for the present rehabilitation project at the south jetty of the Columbia River. You have indicated your belief the report would be helpful in establishing Herman Creek as a potential source of rock for jetty construction and in securing the proper underpass from the Oregon State Highway Commission which would be built to accommodate ~~right~~ Heavy off-highway trucking equipment.

The geology report to which you refer was an inter-office memorandum which was made available to prospective bidders at the time invitations were let for the south jetty job and as such is not in the nature of a public document. However, in view of the possible long-range benefits to be derived from development of a potential quarry site at Herman Creek, I have included an extract from the geologist's report.

Your attention is invited to the fact that the excerpted report is the result of surface reconnaissance only and not of extensive exploratory studies. Therefore, any interpretations or conclusions you may draw therefrom must be your own responsibility.

I was pleased to exchange ideas on jetty construction with you last week and hope to see you again in the future.

Very truly yours,

JOHN F. KIMBEL
Lt. Col., Corps of Engineers
Deputy District Engineer

Incl
Extract from
Geologist's Report

Excerpt From

Geologic Report on Possible Jetty Stone Sources for the Repair of the South Jetty at the Mouth of the Columbia River

Prepared By

Portland Oregon, District

Corps of Engineers, U. S. Army

March 1960

17. Herman Creek Prospect - (Sketch 1, number 3 and figures 4A, 4B and 5). The Herman Creek prospect is located south of Highway U. S. 30 about 2-3/4 miles east of Cascade Locks, Oregon. This site is 193 river miles from the South Jetty. The most favorable rock is exposed in talus piles located in the S 1/2 SW 1/4 sec. 4., T. 2N., R. 8E. (Bonneville Dam 15 min. Quad.). At an elevation of approximately 800 feet, scattered north-facing rock cliffs, averaging about 50 feet in height, crop out for a distance of nearly one half mile. Much additional rock is exposed in several boulder-talus piles found on the slopes beneath the cliffs. An examination of aerial photos indicates that possibly four million tons of rock is contained in the cliffs and boulder piles. Field estimates indicate that the boulder piles probably contain a sufficient quantity of "A" stone for the present contract, and should be much more readily accessible than the higher cliffs. Approximately 20 to 25 percent of the surface of boulder piles is "A" size stone. There is no overburden, and the rock should be obtainable with only a minimum of quarry development. Most of the rock is a slightly-vesicular, porphyritic, olivine basalt, that weighs about 170 pounds per cubic foot and has an absorption of 2.1 percent. However, up to 20 percent of the rock is quite vesicular and has a corresponding reduction in weight to a minimum of 152.9 pounds per cubic foot and a slight absorption increase to 2.3 percent. In addition, although the quality and durability of the rock is good, some of the pieces have weathered to a sub-rounded shape. The vesicular and sub-rounded pieces are not acceptable for use in the jetty and would have to be eliminated at the quarry.

18. Access roads to the Columbia River must cross U. S. 30 Freeway and the Union Pacific Railroad either at grade, or by the construction of an overpass. Overhead clearances appear to be sufficient for the construction of underpasses beneath the two highway bridges and the railroad bridge over Herman Creek. A power line trending northeast across the prospect area might affect quarry operations. Government Cove, a partially developed harbor area, is located adjacent to the prospect. (Fig. 5)

19. The area examined is located on land administered by the U. S. Forest Service and by the City of Cascade Locks, Oregon. Both organizations have expressed willingness to cooperate in releasing the rock for use in the proposed repair project.

SUMMARY:

The Herman Creek; Smith Rock and Broughton Bluff deposits are all capable of producing adequate quantities of good quality "A" stone. The Herman Creek and Smith Rock prospects are superior to the Broughton Bluff prospect because of the operational handicap of the latter. THE OPERATION OF ANY OF THESE PROSPECTS PROBABLY DEPEND UPON ACCESS TO AND THE CONSTRUCTION OF BARGE LOADING FACILITIES ON THE COLUMBIA RIVER.

UMPQUA RIVER NAVIGATION COMPANY

Barges, Towing, Sand, Gravel and Readymix Concrete

Since 1889

Reedsport, Oregon

July 27, 1961

RECEIVED
JUL 28 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Re: Herman Creek Traffic Interchange
Underpass Structure at Station 294 plus 74
Highway #30 East of Cascade Locks

Dear Mr. Williams:

Thank you for your letter of July 17. I talked with Mr. Barbee in your office regarding the problem and we can get by with an 18 ft. vertical clearance. It would be our plan to use Euclids or Pay-Haulers which when loaded require a clearance of approximately 16 ft. As you know, this equipment is off-highway and is quite necessary to a quarry operation handling rocks up to 25 Tons in a single piece.

The shovel equipment that we propose to use in the quarry is a Model 2400 Lima, is 20 ft. wide and can be knocked down to a height of 17'6". This shovel weighs approximately 250 Ton and has an 8 yard dipper stick. The shovel would probably be moved in and out of the quarry twice each year.

The geologists of the U. S. Army Engineers figure there is approximately 4,000,000 Tons of jetty stone in this area and that it weighs about 170 lbs. per cu. ft. They state the quality and durability of the rock is good and the Herman Creek project is the only source of jetty stone they show in the geological report with the exception of Smithrock near Camas. This latter source has a very limited quantity available and we question whether there is sufficient rock at that source to complete the present south jetty contract now held by the Donald M. Drake Company. The Army Engineers are insisting on a higher percentage of A rock proportion to B & C rock. A rock weighs from 8 - 25 Tons and the specs require that at least 50% of the A rock weigh 10 Tons or over. I feel with our commercial quarry operation in the Herman Creek area, there is sufficient demand for jetty stone rip-rap and crushed aggregate to keep an operation going the year round. I was thinking that it is practical to barge rock from this site to other jetties along the Oregon coast as far south as Coos Bay. The only rock along the Oregon coast that can produce the required A specification weighs approximately 150 lbs. per cu. ft. which of course deteriorates faster than the heavier rock. I will appreciate your further study of our problem.

Very truly yours,

Edw.
Do your arithmetic Ord — of
Print I Rec.

O. H. Hinsdale
President

OHH/iw letter
cc: Neil R. Miller

RECEIVED
JUL 28 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 18 1961
FOR FILING

July 17, 1961

Mr. O. H. Hinsdale, President
Umpqua River Navigation Company
Reedsport, Oregon

2100

Dear Mr. Hinsdale:

In reply to your letter of July 6, 1961, regarding the increase of clearance at our Herman Creek Interchange on the Columbia River Highway, I am attaching Sheet No. 6 of our plans for the Cascade Locks-Mitchell Point Section. This sheet shows our interchange plan and structure. Also attached is Sheet 6A of this section, showing the profiles of the various connecting legs and of Herman Creek Road.

The elevation of the relocated railroad at the point of road crossing (revised railroad location Station 349+80) is 97.92. The elevation of the highway at Station 297+74 is 118.18 at a point 28.2' right of the center line. This is the right-hand edge of the eastbound travel way.

We presently have a vertical clearance of 15 feet 10 inches at the critical point and in excess of this amount on the easterly half of the roadway. To increase this clearance to the 20 feet, as suggested in your letter, would require the redesign of this structure and lengthening same and also a revision of our grade line.

As you can see on Sheet No. 6A, the profile of the B line shows a seven per cent grade on this eastbound connecting leg. I consider this gradient to be the maximum for traffic in the gorge area, and to lower this line where it crosses the Herman Creek Road sufficiently to get the 20-foot clearance would increase this gradient to nearly an eight per cent, which would be prohibitive.

It is our intention to call for bids on this project this fall, contingent, of course, on the release of Federal Interstate funds, and for us to start redesigning this facility to accommodate a 20-foot vertical height is practically out of the question. Such a revision as you suggest would cost in the vicinity of $50,000 and certainly could not be financed with State or Federal funds.

Very truly yours,

W. C. Williams
State Highway Engineer

DJB:jk:jw ms
Enclosure
cc Forrest Cooper cc Tom Edwards

UMPQUA RIVER NAVIGATION COMPANY

Barges, Towing, Sand, Gravel and Readymix Concrete

Since 1889

Reedsport, Oregon

July 6, 1961

REFERRED TO Cooper
By State Highway Engineer

W. C. Williams
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Subject: Herman Creek Traffic Interchange
Underpass Structure at Station 297+74
Highway #30 East of Cascade Locks

Dear Mr. Williams:

We are interested in a company that has acquired the W. W. Kendrick property in Sec. 32 and 33, Twp 3 N. and Sec. 4 and 5, Twp 2 N., R.8 E. W.M.

We plan to operate these properties as a Commercial Quarry particularly for Jetty Stone, rip-rap and crushed aggregates.

On the north of Highway #30, the shore lines will be developed for stockpile areas with access roads via the proposed underpass to the Quarry on the south.

Your present plans provide for an underpass with 28-foot horizontal and 15-foot vertical clearance. We would like to negotiate with you for a vertical clearance of 20 feet.

We would like to have a plan of the Herman Creek Traffic Interchange and proposed underpass; also the elevation of the highway and railroad at Station 297+74.

When is this section of the highway scheduled for improvement?

I assure you that we wish to cooperate for our mutual advantage.

Yours very truly,

O. H. Hinsdale, President

Edw. Keep shine eyes open

RECEIVED
JUL 7 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 7 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 10 1961
FOR FILING
F-80ND(4/4
Cal 11

Salem, Oregon
November 9, 1961

Mr. Gerald Attig

Herewith copy of a letter from the Union Pacific Railroad Company advancing their arguments for the need of an access to their right of way near their M.P. 47.5.

Will you please discuss this matter again with the Bureau of Public Roads in an endeavor to provide them this access.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSPtas

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

NOVEMBER 2, 1961

(File Ref. D 315 - 2 - 8)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Asst. State Highway Engineer

Dear Sir:

Referring to your letter of October 9 and supplementing our letter of October 16 in regard to access to both our property south of the reconstructed Columbia River Highway and to our railroad right-of-way north of the highway near Mile Post 47.5:

Your present plans provide for access to our right-of-way at the Herman Creek Road Connection, about Railroad Mile Post 46.1 and at the Wyeth Interchange, about Railroad Mile Post 49.9. Due to the high bank between the railroad and the highway and to our railroad being located along the river between these access points, it is not possible to reach our right-of-way north of the highway near Mile Post 47.5 with off-track equipment from either of the accesses.

Also, your present plans provide for a haul road to be constructed from the north side of the highway and to cross the existing railroad at about Railroad Mile Post 47.6. It would be appreciated if consideration were given to retaining this haul road or another road be provided as an access road to the railroad at this point.

In the past the Railroad has experienced slide conditions in this vicinity and has installed drainage facilities to control this condition. Therefore, it is of utmost importance to us that we have access to our right-

#2
Mr. W. C. Williams November 2, 1961

of-way north of the highway at this point in order that we may continue maintenance of these drainage facilities.

It will be appreciated if you will give this matter due consideration and advise us accordingly.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

RECEIVED
NOV 6 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 16 1961
FOR FILING

COMMISSIONERS
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 8, 1961

Umpqua River Navigation Company
Reedsport
Oregon

Attention: O. H. Hinsdale, President

Gentlemen:

In reply to your letter of October 25, 1961, I am furnishing you the following breakdown of costs for the proposed highway construction and your proposed haul road:

	Original	Proposed Incl. Haul Road	Add'l. Due to Haul Road
Original Underpass			
Grading & Paving	$ 76,700.00	$101,000.00	$ 24,300.00
Structure	100,000.00	237,000.00	137,000.00
Total Cost	$176,700.00	$338,000.00	$161,300.00

The additional cost of $161,300 due to the haul road is broken downas follows:

RR Underpass -- Grade & Pave	1,300.00	
RR Underpass -- Barrel only	22,000.00	
RR Underpass -- Wing Walls (3)	18,000.00	
Subtotal		41,300.00
Retaining Wall along Haul Road	38,000.00	
Additional Grade & Pave	23,000.00	
Lengthen Highway Structure	59,000.00	
Subtotal		120,000.00
Total Cost		$161,300.00

I am attaching a map showing the various items of cost due to the haul road.

STATE HIGHWAY COMMISSION
OREGON
RECEIVED
NOV 17 1961

Very truly yours,

W. C. Williams
State Highway Engineer

By
Tom Edwards
Construction Engineer

NOTED

RECEIVED
NOV 15 1961
OFFICE OF
STATE HIGHWAY ENGINEER

DJB:jd;ep
Attach.
cc: W.C.Williams

UMPQUA RIVER NAVIGATION COMPANY

Barges, Towing, Sand, Gravel and Readymix Concrete

Since 1889

Reedsport, Oregon

October 25, 1961

Mr. Tom Edwards, Construction Engineer
Oregon State Highway Department
Salem, Oregon

RE: HERMAN CREEK INTERCHANGE - HIGHWAY #30

Dear Mr. Edwards:

As you know, I talked with Mr. Barbee regarding the costs of our proposed underpass for [illegible] highway traffic. He gave me maps showing your original design to accommodate the underpassing of the railroad. A tabulation of the figures given us are as follows:

	Original	Proposed (Inc. Hwy Rte)	Additional (due to Hwy Rte)	Underpass Union Pacific	Addtl costs of Hwy Structure & Grading exclusive of Railroad
Original Underpass Grading & Paving -	$ ~~76,000.00~~ 76,700	$101,000.00	$ 24,300.00	$ 1,300.00	$ 23,000.00
Structure -	100,000.00	237,000.00	137,000.00	40,000.00	97,000.00
Total Cost	$~~176,000.00~~ 176,700.00	$338,000.00	$161,300.00	$ 41,300.00	$120,000.00

We have been trying to reconcile the additional costs involved for the redesigned underpass structure on your Highway #30. You will see that our portion is almost equal to your original cost. Would it be unreasonable for us to ask you for a breakdown of the costs that you have figured, both for underpassing the railroad and the underpassing of the highway, and the grading and paving?

Shortly we will send you a map showing a disposal area for your excess excavation that we could furnish to the low bidder.

Sorry to have missed you. We hope that this problem can be resolved for our mutual advantage.

Very truly yours,

UMPQUA RIVER NAVIGATION COMPANY

O. E. Hinsdale
President

REFERRED TO
[illegible]
Asst. Const. Engr.

[illegible] TO
[illegible]
[illegible] Engineer

CONSTRUCTION DIVISION
RECEIVED
OCT 26 1961
NOTED-

RECEIVED
NOV 10 1961
FOR FILING

I 2W NE-21 14 3
G. H. BAKER
SUPERINTENDENT
OREGON DIVISION
L 47

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

OCTOBER 16, 1961

(File Ref. D 315 - 2 - 8)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. P. M. Stephenson,
Assistant State Highway Engineer

Dear Sir:

Cascade Locks - Viento Section
Columbia River Highway

Thank you for your letter of October 9 in regard to access to railroad property lying south of the reconstructed Columbia River Highway near Mile Post 47.5.

You advised that access to the above-mentioned property was approved by the Bureau of Public Roads on July 26, 1961.

Referring to our letter of June 21 in which we asked for access to both our property south of the highway and to our Railroad right-of-way north of the highway in this area, does the above-mentioned approval include access to our right-of-way lying northerly of the highway?

Will you please advise?

Very truly yours,

G. H. Baker

G. H. Baker,
Superintendent

RECEIVED
OCT 18 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 18 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 23 1961
FOR FILING
I-(20)N-2(7)
16541

October 9, 1961

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Attention Mr. G. H. Baker, Superintendent

Gentlemen:

Cascade Locks - Viento Section,
Columbia River Highway

Reference is made to your letter of October 4 in which you requested information as to the status of the negotiations with the Bureau of Public Roads in regard to access to railroad property lying south of the reconstructed Columbia River Highway near Mile Point 47.5.

This point of access was approved by the Bureau of Public Roads on July 26, 1961.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMStier

cc Mr. W. C. Williams
Mr. G. S. Paxson

RECEIVED
OCT 24 1961
COMMISSIONERS
MR. MOWER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD OLSEN, SECRETARY
SALEM
FOR FILING
I-5-NA-#9 4.3
6541

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
October 5, 1961

Mr. R. M. Brown
District Engineer
Union Pacific Railroad Company
829 Pittock Block
Portland 5, Oregon

Dear Mr. Brown:

In the absence of Mr. Lindas your letter to him of September 28, 1961, has been referred to me.

As I informed your Mr. Brandt by telephone, Mr. Lindas, Mr. Paxson, as well as a number of other of the department heads are out of the office through next week in attendance of the annual conference of State Highway Officials. In view of this it would be impossible to arrange a conference on October 5th or 6th.

I am quite certain that a meeting can be arranged for October 31 and would therefore suggest you schedule the meeting for that date at 10 o'clock in the morning at your office. I will arrange to have this date and place confirmed upon the return to the office of our people.

I trust this will be satisfactory to you.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
G. K. ROHDE
Assistant Counsel

GKR:hg
cc - Mr. L. I. Lindas
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. W. T. Wright

RECEIVED
OCT 1961
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

ENGINEERING DEPARTMENT

R. M. BROWN
DISTRICT ENGINEER
NORTHWESTERN DISTRICT

820 PITTOCK BLOCK
PORTLAND 5, OREGON

September 28, 1961

State Highway Department
State of Oregon
Salem, Oregon

Attention: Mr. L. I. Lindas, Chief Counsel

Dear Mr. Lindas:

With reference to your letter of June 19, giving me copies of revised draft of agreement covering the railroad and highway relocation proposed between Cascade Locks and Viento.

I discussed this matter with Tom Edwards in Portland on September 6th and with you at our meeting on September 27th. This draft of agreement that you submitted to us on June 19th contains certain revisions in the right of way section, which revisions have now been reviewed by all of our Departments. We have found some further minor revisions that we would like to make to this portion of the agreement.

Outside of the right of way features, however, this draft of agreement submitted to us with your letter of June 19th is the same as the original draft of agreement furnished to us by you on February 21st. We have quite a number of minor revisions to suggest be made to these remaining portions of the agreement and believe we can best reconcile these matters by having a meeting in Portland as soon as possible to review this draft of agreement. I believe I could arrange for our representatives to be available for such a meeting on October 5th or 6th, but if such a meeting cannot be held at that time I would not again be available until October 30th or 31st.

Will you please advise if your representatives can be available for a meeting the end of next week and if not, should we plan on meeting October 30th or October 31st?

Yours very truly,

RECEIVED
SEP 19 1961
FOR FILING

September 19, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Cascade Locks-Mitchell Point Sec.
Columbia River Highway
Project I-[illegible]-2(9)43

Dear Sir:

Subsequent to our letter of August 11 and, as requested in your letter of July 26, we have made reconnaissance estimates of the cost of eliminating the locked-gate accesses on this project. We have also obtained from the telephone company an estimate and route of a cable location which would eliminate the need for placing cable in the ditch line of the freeway east of Lindsey Creek. A photo mosaic of the area showing the proposed locked gates and the alternate access roads and cable route is attached.

The total cost of eliminating the access points at Stations 631, 636+30, and 683 is $72,240.36, of which $46,945 is for access road construction and $25,295.36 is for telephone cable relocation. This compares to an estimated cost of $6,400 for road construction and $4,080 for telephone cable relocation as proposed in our request for approval of locked-gate accesses.

The total cost of eliminating the access at Station 839 is $55,095, all of which is for road construction. This does not include an estimated $1,200 to construct a connection from the Viento Park area to the cut-off portion of the old highway (Segment A - B). A major portion of the cost of this segment is for a bin-type retaining wall across a talus slope approximately 400 feet.

The total cost of eliminating the access at Station 908 is $11,570, all of which is for road construction.

Your approval of the locked-gate access points, as requested in our letter of May 3, or participation in the cost of constructing alternate facilities is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. Tom Edwards
CHB:fp fn

RECEIVED
OCT 16 1961
FOR FILING

477 Cottage St. N.E.
Salem, Oregon

October 5, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Folk, Division Engineer
08-35.4-DA Salem, Oregon

By: M. E. Martin
Acting Division Engineer

Oregon Project I-80N-2(9)43, Cascade Locks-Mitchell Point Section
Columbia River Highway

Reference is made to former correspondence concerning locked gate access and installation of telephone cable in the shoulder area, Station 653 to 671.

On the basis of comparative costs as mentioned in your September 14, 1961 letter, we will approve the shoulder installation of the telephone cable. Locked-gate accesses will be approved as requested. Your letter dated August 11, 1961 stated that, at Station 563+50, where shoulder parking had once been indicated, a locked gate will be installed to permit parking of utility vehicles completely off the shoulder of the road.

We also hereby approve the agreement between the State and Pacific Telephone-Northwest evidenced by the exchange of letters dated June 22, 1961 and June 12, 1961. As your letter dated September 19, 1961 transmitted cost data we requested, authorization to proceed with the work is granted as of that date. Approval is subject to the provisions of PPM 30-4.

Orig To:
Reader
copy to:

NOTED
FORREST COOPER

RECEIVED
SEP 14 1961
FOR FILING

September 14, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Cascade Locks-Viento Section
Columbia River Highway

Dear Sir:

Reference is made to your letter of September 11 concerning discrepancies in description of properties involved in the above section.

The second paragraph of your letter refers to location of Railroad Station 674+46.46. The discrepancy between your calculations and ours is occasioned by the fact that we use grid bearings, while your descriptions are true bearings. Our calculations based upon the true bearings check yours very closely. You may use either in the preparation of the deeds and encroachments you wish.

In the third paragraph you question the establishment of Lot 3. I attach hereto a print from a General Land Office drawing, approved in 1898, which shows the establishment of Lot 3.

The fourth and fifth paragraphs of your letter refer to minor changes in the construction profiles for the Lindsey Creek railroad grade. We had already corrected the grade line referred to in the fourth paragraph to show a grade of minus 0.04 per cent and will make the change on Sheet No. 7 of our plans showing the 500-foot vertical curve.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Pearson
Assistant State Highway Engineer

Attach.

DSPiss

cc to: Mr. W. C. Williams, Mr. Tom Edwards, Mr. Floyd Scott

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2528 NO. LARRABEE AVE.
PORTLAND 17, OREGON

September 11, 1961
(File: D 315-2-8)

Mr. W. G. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Referring to the highway and railroad relocations proposed between Cascade Locks and Viento:

In connection with the Lindsey Creek Section of the proposed railroad line change, we find that Railroad Station 674+46.46 should be approximately 501.7 feet north and approximately 2273.8 feet east of the southwest corner of Lot 4 of Section 5, T.2N., R9E. Therefore, we request that you check and verify the previously submitted tie of "461 feet north and 2281.1 feet east of the southwest corner of Lot 4 of said Section 5."

Also, in connection with the Ranger Station Section of the proposed railroad line change, a check of our copies of various township plots fails to reveal that the parcel of land previously submitted in your descriptions as being Lot 3 of Section 5, T2N, R8E has has ever been labeled as Lot 3. If this parcel of land is officially Lot 3, we request that you submitt to the Railroad a certified copy of a township plot verifying this identification.

On sheet No. 6 of your plans, in connection with the proposed Ranger Station Section of railroad relocation, the grade shown on the railroad profile is shown as -0.4%. It appears that this should be -0.04% and we request that you check and verify this.

#2 Mr. W. G. Williams September 11, 1961

On sheet No. 7 of your plans, in connection with the proposed Lindsey Creek Section of railroad relocation, we request a 500-foot vertical curve to be introduced where the grade changes from 0.00 to +0.293%.

We are presently engaged in reviewing of the exhibit prints and property descriptions which we propose to include in the agreement covering the highway and railroad relocations involved in the area between Cascade Locks and Viento. Consequently, we anticipate further proposed minor changes in connection with the above mentioned prints and descriptions and will further advise you in these matters. However, in the meantime, we would appreciate your verification on the above mentioned matters.

Very truly yours,

G. H. Baker

G. H. Baker

GMT:bb

RECEIVED
SEP 13 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

UMPQUA RIVER NAVIGATION COMPANY

Barges, Towing, Sand, Gravel and Readymix Concrete

[illegible]

Reedsport, Oregon

September 1, 1961

Cooper

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Re: Herman Creek Interchange - Highway #30

(2112)

Dear Mr. Williams:

As you know, your construction department has been very helpful in our problem of under passing Highway #30 and the Union Pacific Railroad in order for us to harvest the tremendous natural resource of rock lying south of Highway #30.

The market for this rock is for Jetty construction where barge transportation is a MUST. The operation of a quarry of this type requires "off highway" hauling equipment. Our requirements for vertical clearance is 18 ft. and horisontal clearance of 22 ft.

Mr. D. Barbee has made a preliminary estimate of the cost of this private under pass which would be separated from your interchange road and the figures given to me would indicate a cost to our company of $90,000.00. Mr. Barbee told me that the ultimate cost would depend upon the bids received. This letter is to advise you that our company wishes to proceed with a private under pass to serve the property we have acquired from W. W. Hendricks and adjacent properties.

I have asked Mr. Barbee to detail the cost of the Union Pacific under pass and the additional cost to the state for the longer bridge necessary which will allow us to pass on the west of your interchange under pass road.

We are prepared to pay the additional cost to secure for ourselves this under pass and inasmuch as we will have to deposit substantial funds, we would prefer to put up a bond with a cash payment because we feel we will have money invested for at least a year before we can possibly utilize or have a return on our investment from the quarry. A bond would be cheaper.

I am sending a copy of this letter to Mr. Rolon Shake, Division Engineer, Union Pacific Railroad, 2525 N. Larabee Street, Portland, Oregon. Mr. Shake has assured me that his company will be cooperative in securing an under pass rather than a grade crossing.

NOTED
FORREST COOPER

Mr. W. C. Williams

September 1, 1961

Mr. Barbee and your staff have been most cooperative in trying to resolve our problem.

Very truly yours,

UMPQUA RIVER NAVIGATION COMPANY

O. H. Hinsdale
President

OHH/lw

cc: Mr. Nolen Hanke
Union Pacific Railroad
2525 N. W. Larabee St.
Portland, Oregon

UMPQUA RIVER NAVIGATION COMPANY

Barges, Towing, Sand, Gravel and Readymix Concrete

Main 1299

Reedsport, Oregon

September 2, 1961

Mr. Helen Hinkle
Division Engineer
Union Pacific Railroad
5525 N. Lorraine Street
Portland, Oregon

Dear Mr. Hinkle:

I want to take this opportunity to thank you for our conference. I would like to mention that I have met Mr. O. H. Hyam, your Manager of Properties; Mr. Lauren A. Fisher, General Indus. Agent; Mr. August Didier, Assistant Engineer, and of course, I had the pleasure of visiting with you.

Today I met with Mr. V. G. Williams, State Highway Engineer, and told him of our conference. Attached you will find a copy of my letter to him of this date in which we have committed ourselves to build an underpass, under Highway #30 and the Union Pacific Railroad tracks. This is all self explanatory.

I would feel a lot happier with my decision to spend $90,000.00 to underpass Highway #30 and the Union Pacific Railroad, if your company would favor our firm with an order for 500,000 yards of Rip-Rap and 500,000 yards of ballast rock, which if your engineers agree with Pittsburgh Laboratories, will enroll in making your trains run smoother.

Very truly yours,

UMPQUA RIVER NAVIGATION CO.

O. H. Hinsdale
President

OHH/lw

Attach:

RECEIVED
AUG 11 1961
FOR FILING

August 11, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 College Street, N. E.
Salem, Oregon

In: Cascade Locks-Mitchell Section
Columbia River Highway
Hood River County
Project I-608-3(9)43

Dear Sir:

As requested in your letter of July 24, we submit the following information on justification of direct access requirements within this project:

Station 631. This access point is to serve two valve points on the telephone toll cable and some 2,700 feet of the Bonneville Power Administration's transmission line. It is 120 stations to the nearest interchange west, across Shell Rock Mountain. There is barely enough room between the toe of the talus slope and the railroad to construct the freeway, even by using extensive retaining walls, and no room at all for a frontage road or truck trail. It is 84 stations to the nearest interchange east. The area to the east is alternate talus slopes and sheer rock cliffs, making the construction of a service road prohibitively expensive.

The area between this proposed access point and the one at Station 656+50 includes Lindsey Creek, which traverses a deep rock canyon, the crossing of which would require an expensive structure and a major grading project (in solid rock).

Station 656+50. This is the present location of a small roadside park and an access is needed here to a valve on the telephone cable. The route to the west is described above and the area to the east is a talus slope for approximately 1,300 feet. The highway takes out the toe of this talus slope, leaving no room for a service road from the east. The roadside park will be removed and this will allow the construction of an area sufficiently large to park utility vehicles completely off the shoulder of the road. This will be done on

our construction project and a locked gate will be installed.

Station 683. This is a double access, one on each side of Warren Creek. The access on the west side of the creek will serve the Bonneville Power Administration's access route 14-1 and 14-2 and will give the telephone company emergency access to its cable in that area. The road to the east will serve the telephone valve point (relocated) near Station 687 and Bonneville Power Administration's access road 15-1, which is a foot trail up the cliffs. The area between this access point and the Starvation Creek Interchange includes a large talus slope in the vicinity of Station 712 which prevents the construction of a service road in this area.

The double access at Warren Creek is needed due to the fact that Warren Creek at this point is carried in a wood flume set into the ground and it is undesirable that this flume be disturbed. It is thought to be better to allow access on both sides of the flume rather than to construct a bridge over the flumed creek.

Station 839. This access point is located about 62 stations east of the Viento Park Interchange and 23 stations west of Wygant Park. The area to the west is extremely rough lava flow which makes road construction extremely expensive. The area to the east includes more of the lava flow and also a high sheer cliff over which a road would be most difficult to construct.

Station 899 or 908. This alternate location (either may be used, only one is needed) serves Bonneville Power Administration's access road 18-1, the Pacific Power and Light Company's distribution line to Viento Park and the telephone toll cable. To the west is a series of talus slopes separated by rough lava flow, over which road construction would be quite expensive. To the east is Mitchell Point, a sheer cliff rising several hundred feet above the freeway.

Attached are two prints of a photo mosaic showing the locations referred to by station numbers.

We have made no estimate of the cost of construction of roads necessary to eliminate these access points due to the extremely rough terrain which would have to be traversed. Also, we do not have available, at this time, an estimate for an alternate route of the telephone cable east of Lindsay Green. The engineer for the telephone company who has been working on this project is, at present, on vacation and it is thought best to work with a man who is thoroughly familiar with the project. We will obtain an estimate for both the access roads and the alternate cable as soon as possible and will transmit same to you.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. H. Sipprell
Mr. Walter T. Wright

CHB:jc

STATE GOVERNMENT

Memorandum

FOR FILING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St., N. E.
Salem, Oregon

TO: Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: July 26, 1961

FROM: C. G. Polk, Division Engineer
Salem, Oregon

By: D. M. Emrich, District Engineer

08-35.4

SUBJECT: Oregon Project I-80N-2(--)41 Cascade Locks-Viento Section, Columbia River Highway

Reference is made to your letter dated July 14, 1961 requesting a locked-gate access to serve railroad drainage installations.

Such access is approved.

Ed
for
Hamilton

NOTED
FORREST COOPER

RECEIVED
JUL 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 17 1961
FOR FILING

July 14, 1961

Mr. C. O. Falk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

I am sending you three copies of a layout showing an access to the railroad drainage facilities on the south side of the Columbia River Highway at Fountain Slide on the Cascade Locks-Viento Section. This is a locked gate access which will be used only in emergencies.

I am requesting your approval of this access point in order that the Union Pacific Railroad Company may adequately maintain its facilities in this area.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. G. S. Paterson
Mr. Tom Edwards

GKA:jp fn

OWR&N ACCESS
Cascade Locks - Mitchell Point
Columbia River Hwy
Hood River Co 29/June/61

Scale 1" = 100'

N

R.R.

R.R R/W

381+93.15 P.C.S.

18" Steel Pipe

1.7 Miles to Herman Cr. Rd. Intch

380

385

20' Gutter

Shoulder Line

Type 1 Fence

20

60'R

60'R

Parking Area

10

Toe of Slope

377+67.32 P.S.

379+67.32 P.S.C.

385+93.15 P.T.

2 miles To Wyeth Intch

R/W Line

RECEIVED
JUL 17 1961
FOR FILING

July 14, 1961

Mr. C. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Under date of April 13, 1961, you wrote us requesting permission to remove overburden from our property in the vicinity of Farley, Oregon. This is in the Cascade Locks-Mitchell Point Section of the Columbia River Highway. We have had this thoroughly investigated by our soils engineers, and they advise against the removal of this material at the present time.

In our plans for the construction of the Cascade Locks-Mitchell Point Section we include the installation of a subsurface drain between our Stations 330+00 and 333+50. The flow line of this drain will be 16 feet or more below the existing ground surface and will be on the upper side of our new highway. We have located a soft layer of material just above this elevation and feel that this material is causing the trouble. When this drainage is placed and the water cut off from the road foundation, it would appear that it would be safe to remove the material as you have requested, but until then the additional weight on the toe of the slide is doing much more good than damage.

I am attaching hereto prints from our Sheets Nos. 2-D and 7 on this project, which show the cross-section of the surface drain and the profile of the drainage installation itself.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

cc to: Mr. R. M. Brown
Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. E. Johnson

FORM E-30 50M 2-61 54867

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1961

SUBJECT:

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
O F F I C E

You will perhaps recall that we have been making an investigation into the correction of the Farley Slide situation as the same affects the highway and the Union Pacific Railroad.

The Union Pacific Railroad asked for a permit to remove material on the State Highway right of way. The investigation revealed that such removal in the manner that they proposed would imperil the highway stability.

We have now concluded a soils investigation of the area and have come up with a correction which should insure the stability of both the highway and the railroad. Forwarded herewith is Sheet 2D and Sheet 7 showing the work proposed. It consists of constructing a cut off ditch on the uphill side of the proposed four-lane freeway at this location and intercepting the water which is lubricating a weak clay seam upon which the slide is taking place and then conveying the water out of the slide area. After this has been accomplished, the railroad should be able to comb out the large boulders on the overhang that is bothering them without endangering the highway.

I believe this plan should be submitted to the railroad for their consideration.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:fp
Enc.

RECEIVED
JUL 11 1961
STATE HIGHWAY ENGINEER

V-4-10'

CULV. NO 4564
47°-24° C.M.P.
379.11

2607.0'

D.A. 4

D.A. 4075

LOT 3

P.S. 371.951

D.A. 6772

TO PORTLAND

C.A. 11513 Easement to State for Bulkhead

D.A. 158

372.36

374.06 End Pile Bulkhead 27 Ft

P.S. 37

P.C.C. 377.069

T.C. PC 375.54

Bearing PC 377.0640 M.L. Prior 1746

EQUATION

PBT 389+006
PT 388+634

387+61 ℄ CULV NO 4684
52.5-18" C.M.P

387+14 ℄ FARLEY Sta Sign 18' Rt

FORMER ℄ COL. HIGHWAY

Δ=22°30' C PT 367+980 Orig M L

10°C PC 385+73.0 Orig M L

PCC 385+334
Δ=45°27' PT 386+160 M L Prior 1940

1022.0'

385+17 ℄ CULV NO 4676
44-12" C.M.P

384+75

385+75

D.A. 4.87

D.A. 4075

100'

100'

℄ EXISTING

382+88 ℄ CULV NO 4671
48.5-24" C.M.P

187

381+08 ℄ CULV NO 4660
46.5-24" C.M.P

Δ=22°30' RT 381+880 Orig M.L.

10°C. PC 379+650 Orig M.L.

377+65.9

377+860 M. Prior 1940

0°27' PT 377+898

387+14
387+27
139

4000 L
TA=4.59
UP 45 MPH
SA=6.35
Ton=743.80

3

C

Slow

Mc

O L U M B

MEANDER LINE

DA 4

DA 6810

500

Orig. Main Line ℄

DA 4

DA 5651 Easement for Drainage Tunnel

℄ COL. RIVER HWY.

397.58 ℄ CULV. NO 41.98
92.12" CMP

397.27 Reg. fence 50' Rt

LOT 2

V-4-10

I A

Orig ML at 46+55.5 Ahead

Orig ML at PC 401+15.5 Ahead

P.C. 401+66.6

P.S. 402+58.6

N. 80°00' E.

2934.36'

Motor Car Set Off Lt 398+60

GULV NO 4782 60"-12" C.M.P. 399+25

1°00' C
TΔ = 4°18
VP 60 M P H
SΔ = 0°45
Tan 290 ft

NORMAL P

Passing Track L = 5208.7'

TO HUNTINGTON

Filing Map App. 10-10-1881

397+58 GULV NO 4690 92"-12" C M P

047

Orig ML at PC 400+18 Ahead

Orig ML at P.S. 399+18.9 Ahead

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.
UNION PACIFIC RAILROAD CO. (LESSEE)

MAIN LINE M. P. 46.75 - Near FARLEY, OREGON

Area in which overburden is to be removed
shown outlined - - - - - - - - - - - - - - RED

DIVN. ENGR. OFF. NOTED ALBINA, OREGON
SCALE 1" = 100' C. C. PATTISON April 11, 1961

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 1, 1961

SUBJECT: Application Union Pacific RR
To Remove Materials near Farley
Columbia River Highway

To:

Mr. Tom Edwards
Construction Engineer

Attention: L. H. Young

Reference is made to your letter of April 18, 1961 regarding an application from the Union Pacific Railroad to remove approximately 2000 cu. yds. of overburden on State Highway right of way on the southerly side of the railroad at Farley.

This location is known as the Farley Slide, and some material on the railroad property has already been removed by the Railroad Company. We believe this removal was performed the first part of this current year and that considerable trouble was encountered by the railroad just after the heavy Thanksgiving rains.

Shortly after the first of the year additional settlement occurred in our highway directly above this location and has resulted in considerable patching recently.

The material that the Railroad Company wishes to remove appears to be about the toe of the slide area above the tracks. Removal of this material, it is believed, would cause additional settlement of our highway, with the material possibly boiling out at the same location just south of the tracks unless the material removed were replaced by rock inlay of comparable weight.

We therefore recommend that permission be granted the Union Pacific Railroad Company to remove this material only if it is replaced in weight by a suitable rock inlay.

A. E. JOHNSON
Division Engineer

AEJ:t
cc: E.E. Johnston

CONSTRUCTION DIVISION
RECEIVED
MAY 1 1961
NOTED- CE ACE ACE COE

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

April 13, 1961

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

File: D 345-1-1

Mr. W. C. Williams
Oregon State Highway Engineer
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

The Union Pacific Railroad Company hereby makes application for permission from the State of Oregon to remove some overburden from State property in the vicinity of Farley, Oregon.

The overburden, amounting to approximately 2,000 cubic yards, is located adjacent to our right of way on State of Oregon property in Lots 2 and 3, Section 33, Township 3 North, Range 8 East, W. M., in the area outlined in red on the attached location print.

Attached also is a print of cross sections taken at this location indicating in red the overburden we desire to remove between Railroad Engineer's Station 384+75 and Railroad Engineer's Station 385+75, a distance of 100 feet.

For the past few months, we have experienced a moving ground condition on our tracks at this location which is believed to be caused by improper drainage on the hillside causing pressure to be built up within the slope which, in turn, causes ground movement resulting in our track being forced towards the river and out of alignment.

In order to correct the drainage condition and stabilize this slope, the Railroad plans to install a 36-inch culvert under the tracks opposite this location at an elevation approximately 8-feet below our roadbed surface with a perforated inlet on the slope side. Parallel with the track will be placed a perforated drain

tile 50-feet each way from the perforated inlet. The perforated inlet and drain tile will be backfilled with pit-run gravel. This work will all be performed on Railroad right of way.

With the removal of the overburden within the area outlined in red on the location print and installation of the culvert and drain tile, it is believed drainage will be improved and, therefore, less pressure will build up within the slope which should stabilize this ground.

In order to correct the problem at this location, will appreciate permission to enter upon State of Oregon property and remove the overburden as indicated.

Yours truly,

G. H. Baker

G. H. Baker
Superintendent

RECEIVED
APR 17 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 17 1961
STATE HIGHWAY ENGINEER

FORM CO-121
(9-32-59b)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St., N. E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: July 26, 1961

PLEASE RETURN TO
FORREST COOPER

FROM : C. G. Polk, Division Engineer
08-35.4 Salem, Oregon

By: D. M. Emrich, District Engineer

SUBJECT: Oregon Project I-80N-2(9)43 Wyeth-Mitchell Point Section
Proposed Utility Access

Reference is made to your submission of data, including air photos, of proposed locked-gate access at several points.

Our Regional office has reviewed the submission and has commented substantially as follows:

1. The State is to be commended for making the study to eliminate as many access points as possible.

2. Each point of access that is finally permitted should be fully justified and a written explanation made to support it.

3. No parking on shoulders should be permitted (as tentatively planned at Lindsey Creek). Highway design must be such as to facilitate compliance with the parking prohibition.

4. The submission seems to indicate that the A.T.& T. cable will be buried in the shoulder on a section of the main traveled way of the Interstate Highway. A full investigation and report of the alternatives, with estimates of cost, should be made. In this connection, we have already asked that you furnish such data for a showing that the installation, if permitted, falls in the "extreme case" category under governing AASHO policy.

Your early reply will operate to expedite our action in the matter.

NOTED
FORREST COOPER

RECEIVED
JUL 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 23 1961
FOR FILING

June 22, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Cascade Locks-Viento Section
Columbia River Highway

Dear Sir:

Reference is made to your letter of June 21 in regard to property lying south of the proposed location of the reconstructed Columbia River Highway.

We have been negotiating with the Bureau of Public Roads for permission to install this access, and a field inspection is to be made this week. When I have a report on it, I will advise you further.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ss

cc to: Mr. W. C. Williams

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

3928 NO. LARRABEE AVE.
PORTLAND 17, OREGON

June 21, 1961

File: D 315-2-8

Mr. G. S. Paxson
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Under date of May 9th, wrote you as follows:

"Thank you for your letter of May 5th listing locations between Cascade Locks and Viento where accesses from the new highway to our property will be provided.

"These I believe will be satisfactory except for one point not mentioned in my letter of April 28th. This is in Lot 3 of Section 34, T 3 N, R 8 E, near our Mile Post 47.5, where we own considerable property south of the highway, and we should have access to it and to that north of the highway as well, by means of locked gates.

"Would also like to have a few cross sections of the new highway including drainage facilities in this area to study the effect of your new construction on the drainage facilities we have on this property.

"A print of our alignment map, showing mile posts, is being mailed to you under separate cover."

Will you please advise.

Yours truly,

G H Baker

G. H. Baker
Superintendent

NOTED

RECEIVED
JUN 22 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 22 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 11 1961
FOR FILING

Salem, Oregon
May 11, 1961

Cascade Locks-Viento Section
Columbia River Highway

Mr. Tom Edwards

I attach hereto copy of a letter from the Union Pacific Railroad Company in which they request an additional access to their property near their M.P. 47.5. In discussing this with Mr. R. M. Brown, District Engineer of the Union Pacific, I find that this is access to property lying south of the highway and separated from their railroad by the highway. They purchased this property in order to control drainage, as there are several low spots in the area which form ponds and require pipe to drain them. The only purpose of the access is to get to these points so that they can maintain their drainage.

Will you please check with the Bureau and see whether such access can be granted.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

May 9, 1961

2528 NO. LARRABEE AVE.
PORTLAND 17, OREGON

File: D 315-2-8

Mr. G. S. Paxson
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Thank you for your letter of May 5th listing locations between Cascade Locks and Viento where accesses from the new highway to our property will be provided.

These I believe will be satisfactory except for one point not mentioned in my letter of April 28th. This is in Lot 3 of Section 34, T 3 N, R 8 E, near our Mile Post 47.5, where we own considerable property south of the highway, and we should have access to it and to that north of the highway as well, by means of locked gates.

Would also like to have a few cross sections of the new highway including drainage facilities in this area to study the effect of your new construction on the drainage facilities we have on this property.

A print of our alignment map, showing mile posts, is being mailed to you under separate cover.

Yours truly,

G. H. Baker

G. H. Baker
Superintendent

RECEIVED
MAY 11 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 8 1961
FOR FILING
Comer
Hilton
C.C.K. Thing (appr...)

May 5, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Interstate Avenue
Portland 17, Oregon

Re: Cascade Locks-Viento Section

Dear Sir:

Under date of April 21, you asked that provision be made for access to your property at four locations on the Cascade Locks-Viento Section. I attach hereto four copies of four maps which show the accesses which will be provided.

Herman Creek Road Connection, Railroad M.P. 46 Approx.: There is an interchange with the highway at the Herman Creek Road, and the northerly leg of the interchange crosses both your existing railroad alignment and the proposed revision at grade.

Wyeth Interchange, Railroad M.P. 49 Approx.: There is an interchange at Wyeth just to the east of Gorton Creek which provides access to your property and to your existing railroad and the proposed railroad relocation.

Warren Creek (Lindsey Creek), Railroad M.P. 53 Approx.: We are installing a scale site northerly of the new highway and will construct a turnoff from the parking lane of the scale site so that access can be had northerly to the proposed railroad realignment.

Viento, Railroad M.P. 55.5 Approx.: We have a state park at Viento, and there is a county road which leads through the state park and which has been integrated with our park development. A connection to this county road will be made through an interchange just west of the Viento park, and access can be provided over this county road to both your existing railroad and to the proposed railroad realignment.

We are having considerable trouble in accurately locating your railroad mile posts. If would be helpful to us if we could have some map or sketch on which the mile posts could be tied into recognizable objects, such as bridges or culverts.

I believe that the accesses as shown on the attached maps will satisfy your requirements in this section.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Fuesen
Assistant State Highway Engineer

Attach.

CSFjne

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. Leonard L. Linden

RECEIVED
MAY 9 1961
FOR FILING
Ir 80N-2(7)43
6541

May 9, 1961

Mr. H. F. Linse
Acting State Fisheries Director
Fish Commission of Oregon
307 State Office Building
1400 S. W. 5th Avenue
Portland 1, Oregon

Dear Mr. Linse:

As requested in your letter of May 1, 1961, enclosed are two sets of plan sheets covering the proposed extension of the 5'x5' reinforced concrete box culvert which presently connects the Oxbow Springs Hatchery to Herman Creek via Little Herman Creek. As shown, it is anticipated that the box culvert will be extended approximately 59 feet along the same line and grade as that of the existing facility.

This is on the Cascade Locks-Mitchell Point Section of the Columbia River Highway, which is presently scheduled for contract in July or later of this year.

Very truly yours,

W. C. Williams
State Highway Engineer

ADO:jw mc

Enclosure

cc Forrest Cooper
Tom Edwards

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 1

PLEASE RETURN TO
FORREST COOPER

May 1, 1961

REFERRED TO
C&M Per
By State Highway Engineer

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon

Dear Mr. Williams:

Our Division of Fish Culture and particularly the superintendent at our OxBow Springs Hatchery have become concerned over information they have picked up in the field regarding highway construction in the vicinity of this hatchery. OxBow Springs Hatchery is located approximately one mile east of Cascade Locks. The hatchery is supplied by springs, and discharges to Herman Creek by way of Little Herman Creek. When the present highway was built, Little Herman Creek was run through a culvert under the highway and this has caused some additional problems in the release of fingerlings. It is understood that present plans are to extend this culvert to allow for the additional two lanes and appurtenances. This could result in even greater problems of liberation.

Therefore, we request plans showing what you are proposing to do, and in the event we find this plan detrimental to fingerling liberation our engineer and director of Fish Culture would like to meet with your representatives at the site to discuss an adequate solution.

Sincerely,

H. F. LINSE, ACTING
STATE FISHERIES DIRECTOR

Edw

RECEIVED
MAY 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 5 1961
FOR FILING
I-5(N-1)(2)-4
(-521

May 4, 1961

Mr. R. M. Brown, District Engineer
Union Pacific Railroad Company
829 Pittock Block
Portland 5, Oregon

Re: Cascade Locks-Viento Section
Columbia River Highway

Dear Sir:

Reference is made to your letter of May 2 in regard to right of way and points of access on this section.

I have contacted our Legal Department. They are redrafting this and hope to have it in your hands by the first of next week.

I believe we can make arrangements to provide access to your right of way at approximately the points mentioned in your letter. Our Construction Division is making up some sketches showing just how this would be done, and we will get in touch with you as soon as they are prepared.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Pierson
Assistant State Highway Engineer

CSP:ss

cc to: Mr. Leonard I. Lindas
Mr. W. C. Williams

UNION PACIFIC RAILROAD COMPANY

ENGINEERING DEPARTMENT

R. M. BROWN
DISTRICT ENGINEER
NORTHWESTERN DISTRICT

829 PITTOCK BLOCK
PORTLAND 5, OREGON

May 2, 1961

Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Assistant State Highway Engineer

Gentlemen:

With reference to the contract we are attempting to consummate covering railroad and highway relocations between Cascade Locks and Viento.

On February 21st your Mr. Lindas handed us a revised draft of agreement as prepared by the State, which has now been reviewed by all of our various Departments. Our Right of Way Department had quite a number of exceptions to take to the portions of the draft of agreement involving the land conveyances, etc. and our Mr. Glanzman discussed these right of way provisions with your Mr. George Rohde on April 11th at Salem. It was understood between them at that time that your people would redraft this portion of the agreement in accordance with their discussion of the various points with Mr. Glanzman.

As soon as this has been done, I would suggest you furnish us copies of the redraft of this portion of agreement so we may have an opportunity to review same. We will then be in a position to have another meeting with you to review the entire redraft of agreement, as furnished to us on February 21st, to discuss revisions to same that we consider necessary. I might add, however, that outside of the right of way provisions the other changes we have to suggest are not of much consequence and I don't anticipate that we will have any difficulty in reaching agreement.

In this connection, however, we would like to incorporate into the plans, etc., the inclusion of some access points between the reconstructed highway and the railroad right of way for use by our trucks and off-track

maintenance equipment and I have requested our Superintendent to handle this matter with you to determine where these points of access can be located.

Yours very truly,

L. M. Brown

RECEIVED
MAY 4 1961
OREGON
STATE HIGHWAY COMMISSION

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

3525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

April 28, 1961

File: D 315-2-8

Mr. G. S. Paxson
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

In connection with highway and railroad relocations between Cascade Locks and Wyeth, access should be provided to railroad property at or near the following railroad mile posts:

Between M. P. 46 and M. P. 47
Near M. P. 49.5 - Wyeth
Near M. P. 52.5 or M. P. 53 - Lindsey
Near M. P. 55.2 - Viento.

Will you please advise exact locations where these will be constructed so they can be covered by the agreement.

Yours truly,

G. H. Baker

G. H. Baker
Superintendent

RECEIVED
MAY - 2 1961
OREGON
STATE HIGHWAY COMMISSION

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MAY 4 1961
FOR FILING
I-5N-2(9)
6541

Salem, Oregon
May 3, 1961

Mr. Tom Edwards

Herewith copy of a letter from the Union Pacific asking access to their property between Cascade Locks and Viento. The number of entrances seems to be more than would be permitted under the federal standards. We should clear with the Bureau as to how close together we can put these in.

It will be our policy to provide a low type turn-off from our right-hand shoulder to our right-of-way line, and in our fencing, we will provide the gate. There will be no accel or decel lanes for the turnoff.

I would suggest that after finding out how far we can go with the Bureau, you have someone go over the line with a Railroad engineer and get something definite on it.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

RECEIVED
JAN 23 1961
FOR FILING

January 23, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Cascade Locks-Viento
0330
Hood River County

Dear Sir:

The agreement covering the railroad relocations at five points in the section from Cascade Locks to and including Viento is to provide that the contractor would be granted haul road permits across the railroad tracks at not to exceed two locations at each site. We believe it would be advantageous if we could put on our plans and in our specifications locations at which these permits would be granted, as with this assurance to the contractor, he would be able to make a more intelligent bid. We would also qualify this by saying that if the contractor wanted to change the locations as shown in the plans and specifications, he would make his own arrangements with the railroad company. Our study of the project including source of material and point of deposit indicates that the following stations would be most advantageous:

Ranger Slide:

R.R. Station 313+00 and R.R. Station 349+00

Beacon Rock:

R.R. Station 431+25

Wyeth:

R.R. Station 509+00 and R.R. Station 539+00

Lindsey Creek:

R.R. Station 679+50 and R.R. Station 741+50

Viento:

R.R. Station 801+50, R.R. Station 834+20,
R.R. Station 840+40 and R.R. Station 864+35

I am enclosing a print from our Drawing SB-18-15 on which are shown in red the proposed locations of these haul road crossings. You will note that we have shown four crossings rather than two at the Vienta site, as this is a long line change, and it is desirable to reduce the haul to a minimum. I believe this would be to the railroad's advantage in that this is one of the sites where the railroad is to pay the hauling costs. We would appreciate your study of this matter and advice.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Pearson
Assistant State Highway Engineer

Attach.

GSPjas

cc to: Mr. W. C. Williams
Mr. R. L. Porter

I-80N-2(9) Cascade Locks-Mitchell Pt. 1965
43 Sec., Columbia River Hwy. (Grad.
#6541 & Structs.) Folder # 1

C 4 Y 2034

RECEIVED
DEC 21 1960
FORM E-80 SOM 7-60 31395
FOR FILING

I-80N-2(9)43

6541

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Right of Way Department
November 23, 1960

Cancel from Vacate

SUBJECT: Files 31836 & 31739
Wyeth-Viento Section
Columbia River Highway
Vern Morgus - Kvavle

To:
Mr. [illegible]
Construction Engineer
O F F I C E

Attention: E. A. Pease

The State has optioned right of way for the highway and railroad from Mr. Vern Morgus and Mr. Kvavle for the relocation of the Columbia River Highway and relocation of the O. W. R. & N. Co.'s railroad. The State had to acquire the excess property between the two relocations. Part of the property for the relocation of the highway is the present right of way of the O. W. R. & N. Co. Mr. Paxson is negotiating for this right of way. The railroad, according to the title information, secured a judgment for a 50-foot easement for the channel of Warren Creek in 1924. We understand there is a flume across this easement constructed by the railroad.

E. S. Hunter's letter to you dated November 15, 1960, says this easement is objectionable and should be eliminated. How can the channel of Warren Creek be eliminated? Should not the agreement with the railroad company provide for the future of this flume and channel? We have talked to Mr. Paxson, and he maintains that the flume must continue in its present location. Can we take the title to the Morgus and Kvavle properties subject to this easement listed as Item 2 on our encumbrance letter, File 31836, and as Item 2 on E. S. Hunter's letter of November 15. Certainly the railroad company should still retain the easement on the right of way which will be deeded to them for their relocation.

EARL F. SALING
Right of Way Office Manager

EFS:ls

cc: G. S. Paxson

Title Department

NOTED
G. S. PAXSON

RECEIVED
NOV 25 1960

RECEIVED
NOV - 7 1960
FOR FILING
I-5(N)3(9)43
6541
1853

November 4, 1960

Mr. McDon L. Bonta, Recorder
City of Cascade Locks
Cascade Locks, Oregon

Dear Mr. Bonta:

In meeting with Mayor L. C. Reinholdt and yourself on October 24, our Mr. Stamp and Mr. Decker discussed the matter of blasting operations mentioned in your letter of October 11.

In this meeting it was agreed that the advise of an expert in the explosive field should be obtained for setting up controls on future blasting at the City Dump site. This has been done. An effective plan for control has been worked out and will be reflected in specifications for the forthcoming surfacing contract.

Very truly yours,

W. C. Williams
State Highway Engineer

GLD:lg mm

cc Mr. Forrest Cooper
Mr. Tom Edwards

MUNIC[illegible]L • OWNED • WATER, • LIGHT • A[illegible] POWER

PLEASE RETURN TO
FORREST COOPER

City of Cascade Locks

Cascade Locks, Oregon

REFERRED TO Cooper
[illegible] Highway Engineer

Oct. 11, 1960

State of Oregon
Highway Department
401 State Highway Building
Salem, Oregon

ATTENTION: Mr. W. C. Williams, Engineer.

Gentlemen:

It is our understanding that you have scheduled a tentative bid opening during the month of November for construction of the Cascade Locks-Viento section of the new Columbia River Highway. It is also our understanding that a rock crusher will be set up at the former City Dump site to supply rock for paving, etc.

Due to our experiences this summer with blasting operations at this site, we would like to insist that the specifications for this new contract include a clause limiting the contractor to the size of the dynamite charges which will be laid in connection with the rock crushing operation. Explosive charges set off by the O'Neil construction Co. have been entirely too heavy. At our request, the size was reduced, but not sufficiently to cause any reduction in the concussion and vibration of the blast. Before, this contract is let, it would be appreciated if you would contact this office so that we may have the opportunity to discuss this matter and come to a satisfactory agreement.

Trusting to hear from you soon, I remain,

Sincerely yours,

CITY OF CASCADE LOCKS

BY McDon L. Bonta
McDon L. Bonta, Recorder

Copy:
Mayor L. C. Reinholdt
Attorney Vawter Parker

RECEIVED
OCT 12 1960
FOR FILING

October 11, 1960

Mr. C. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Cascade Locks-Viento Section

Dear Mr. Baker:

In the comments from your Omaha office concerning the descriptions and exhibit map for the Cascade Locks-Viento railroad relocation, under Item 4 on Page 2 of the descriptions is a statement that Parcel No. 13 is not described. You will find this description in the material we sent you with our letter of July 19. Apparently it was not copied onto the descriptions sent to Omaha.

In the exhibits which you sent us there is no "D-1". Was this purposely omitted in the numbering of the exhibits or is there such an exhibit which we should have?

There is one comment in connection with the exhibit map concerning the discrepancy of 46' in the bearing of the relocated railroad between your mileage 47.23 and 47.45. I am attaching hereto a print of the map and at the easterly end you will notice that we have given bearings for the railroad as it actually exists in the field and that the tangent between railroad station 441+50 and 453+80.5 is not a single tangent but is actually made up of three tangents with slight angle points at their intersections. Our data tied into the first section of this tangent as it actually exists in the field.

I think the trouble is that in maintenance of your railroad the original alignment has been slightly changed.

Very truly yours,

W. C. Williams
State Highway Engineer

by

G. S. Paxson
Assistant State Highway Engineer

[redacted]
attach
cc: W. C Williams
Floyd Scott

RECEIVED
SEP - 1 1960
FOR FILING

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

Cascade Locks
Viento

I-80N-2(8)13
6541

NPPKW-1.4
NPP 285/70a(Col. R.-Fills)-17.

29 August 1960

PUBLIC NOTICE

The Oregon State Highway Department, Salem, Oregon, has applied to the U. S. Army Engineers for a permit to construct two fills in the Columbia River between Cascade Locks and Hood River, Oregon, at Lindsey and Viento.

It is proposed to move the Union Pacific Railroad track to fills at the above locations to provide space to widen the Columbia River Highway by the addition of two lanes.

The proposed work is shown in a sketch on the reverse side of this notice.

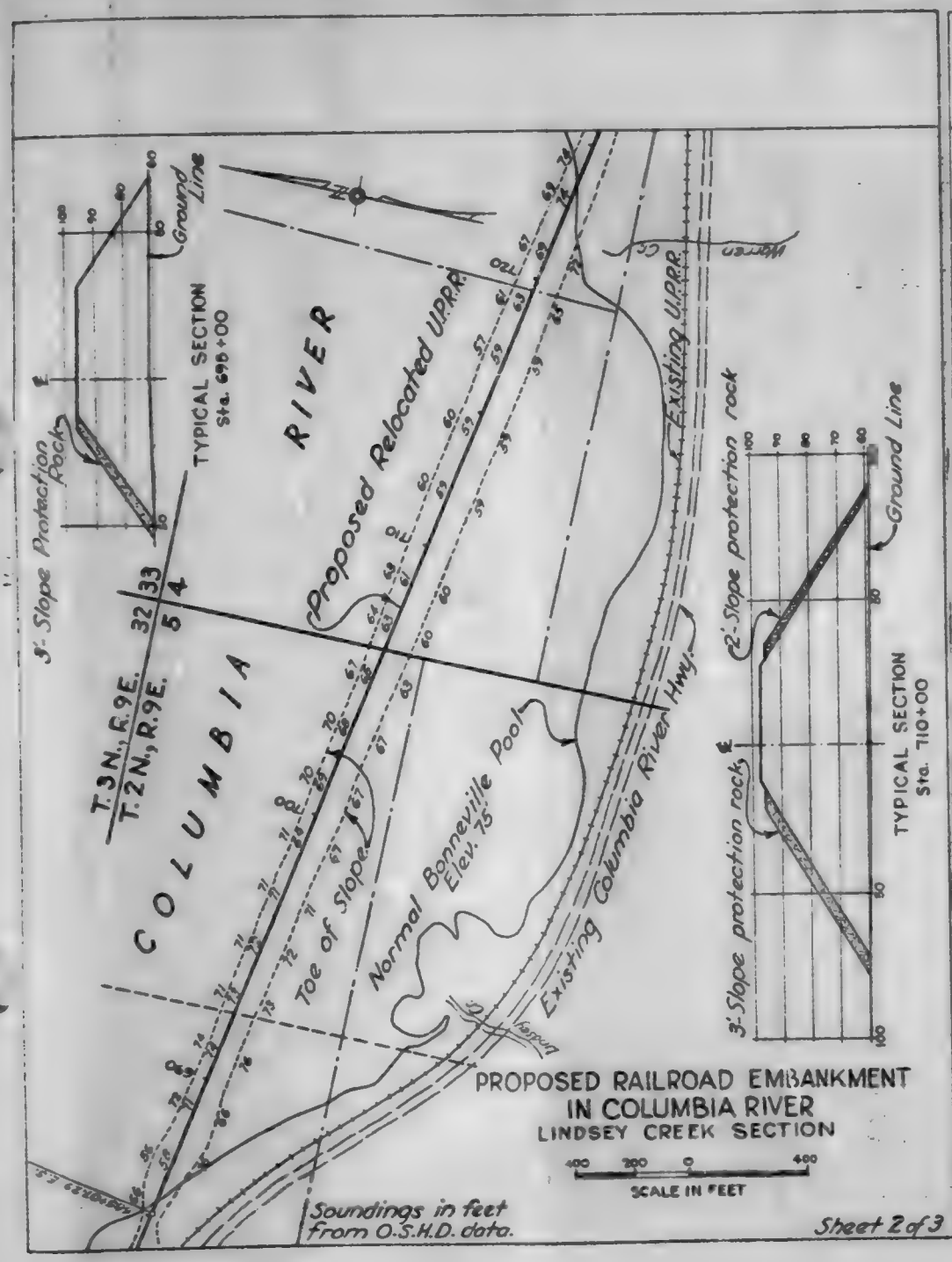
Letters concerning the effect of the work on navigation are requested from all interested parties, particularly navigation interests and state, port and other local authorities. Replies to this notice should be addressed to the District Engineer and mailed to reach this office not later than 19 September 1960.

T. W. Ragsdale

T. W. RAGSDALE
Chief, Operations Division

NOTED
G. S. PASSOT

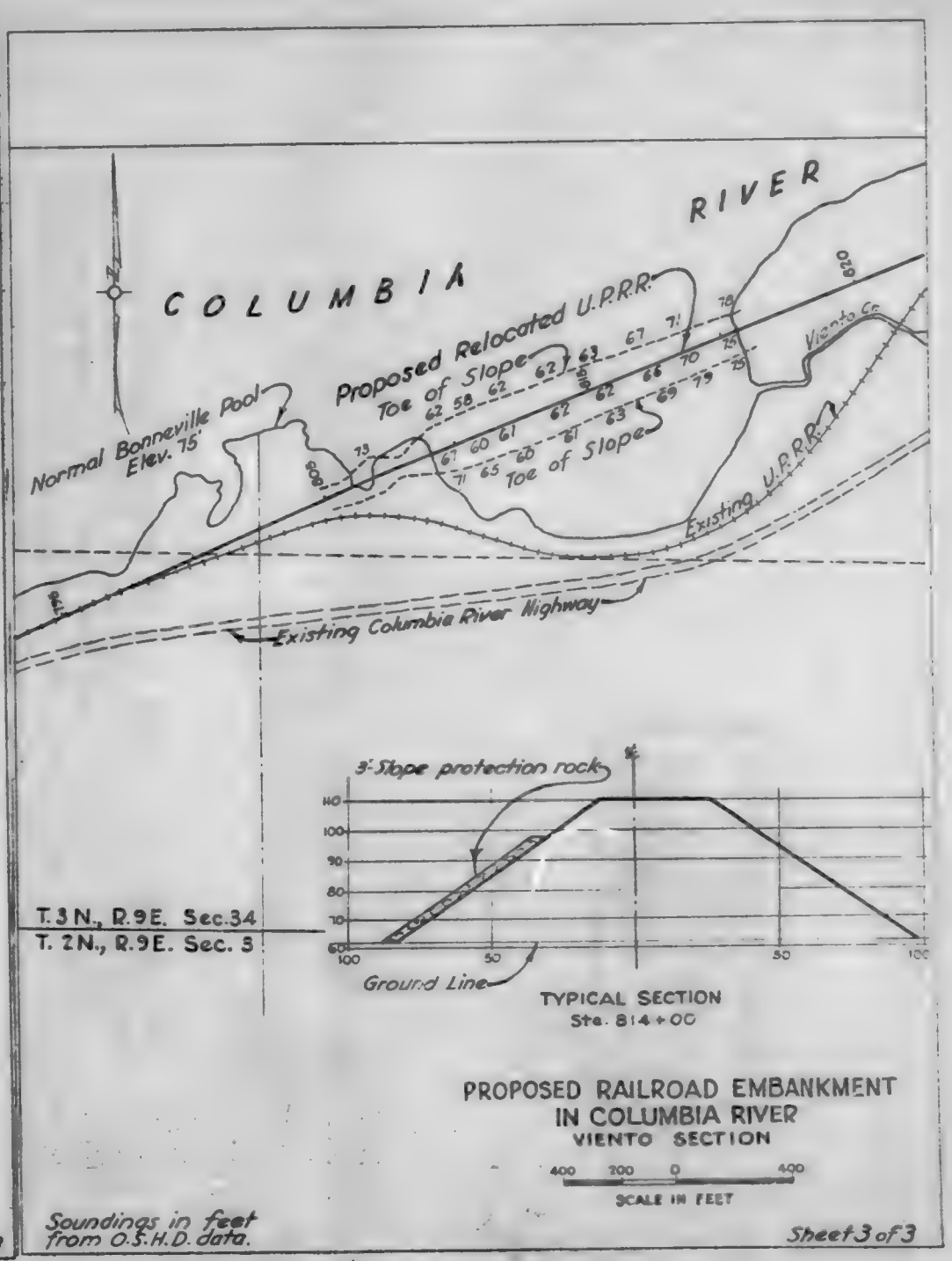
RECEIVED
AUG 31 1960
OREGON
STATE HIGHWAY COMMISSION



PROPOSED RAILROAD EMBANKMENT
IN COLUMBIA RIVER
LINDSEY CREEK SECTION

Soundings in feet from O.S.H.D. data.

Sheet 2 of 3



PROPOSED RAILROAD EMBANKMENT
IN COLUMBIA RIVER
VIENTO SECTION

Soundings in feet from O.S.H.D. data.

Sheet 3 of 3

RECEIVED
AUG 29 1960
FOR FILING

I-SON: 2(a)-46
16541

August 26, 1960

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: Cascade Locks-Viento Section
Columbia River Highway
Hood River County

Dear Sir:

Under date of June 16, 1960, you advised that action on our application for a permit to construct two fills in the Columbia River near Lindsey and Viento was withheld until we could furnish you with a copy of a permit issued to the Birkenfeld Lumber Company and a statement from that company that they no longer use privileges granted under their permit.

I attach hereto copy of the permit issued by your office, under date of June 10, 1941, to the Birkenfeld Lumber Company, and a copy of a letter written by Mr. John K. Scott, Right of Way Agent for the Oregon State Highway Department, to the Birkenfeld Lumber Company, dated July 19, 1960. This letter was returned to us by Mr. Louis Birkenfeld, with an endorsement which shows on the copy of the letter. By this endorsement, he advises that he has no interest in the matter and has not used the area for a log boom for several years.

I believe this will clear up the matter and allow action upon our application.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:as

cc to: Mr. W. C. Williams
Mr. Walter T. Wright

FORM E-20 50M 2-60 20118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 25, 1960

SUBJECT: File No. 31071 - Kvavle
Wyeth-Viento Section
Columbia River Highway
Hood River County

To: Mr. G. S. Paxson
Assistant State Highway Engineer
O f f i c e

On June 17 you requested Mr. Wright to obtain a relinquishment of the rights of the Birkenfeld Lumber Company of Hood River, Oregon, to maintain a log dump and boom at the Lindsey Creek line change. This was at the request of the U. S. Engineers following our application for a permit to construct an embankment for the Union Pacific Railroad.

We obtained a copy of the Birkenfeld Lumber Company permit and found that it was a temporary permit only expiring December 31, 1944, a copy of which is attached. Our Agent in Portland, John Scott, made contact with Louis J. Birkenfeld and requested such a release. A copy of his answer is attached. Mr. Scott then took the liberty of calling Col. W. L. Winegar, District Engineer, U. S. Engineers, to determine if the attached documents were adequate. He was informed that they were and that they were taking immediate steps to cancel the Birkenfeld permit.

Therefore, if it is still the desire of the Department to obtain a permit to construct an embankment we should forward them the enclosed copy of the Birkenfeld permit and Louis J. Birkenfeld's answer and renew our request for the permit.

James R. Kuhn

JAMES R. KUHN
Staff Attorney

JRK:jr
Encls/Permit
Letter copy

cc W. T. Wright

RECEIVED
AUG 30 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20X 50M 7-59 22129

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland Office
August 23, 1960

SUBJECT:

To: Mr. Walter Wright
Right of Way Engineer
Salem Office

Attn: Mr. James Kuhn

File No. 31071 - Kvavle
Wyeth - Viento Section
Columbia River Highway
Hood River County

You will find enclosed the original of a letter, which I had written to the Birkenfeld Lumber Company. This is enclosed because of the penned note on the bottom of the letter. We are also returning the Release form, which you had forwarded for signatures.

I have again on this date discussed this matter with the U. S. engineers and have been advised that all they will need is a letter from us summarizing and reporting on our efforts and the result of same to allow them to cancel or otherwise make null and void the encumbering document which we desire to have lifted. Matter of fact, they are immediately starting the legal process to accomplish the above, but, of course, will need some word from you to support their action.

Correspondence on this matter should be addressed to Col. W. L. Winegar, District Engineer, U. S. Engineers.

JOHN K. SCOTT

JKS:jl

Encl-1

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AUG 22 1960
FOR FILING

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6541

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 19, 1960

SUBJECT: Cascade Locks-Mitchell Point agreement

To: MEMORANDUM TO FILE

A meeting was held with the Union Pacific Railroad Company on August 16 with Mr. Bunjer and Mr. Brown representing the Railroad and Mr. Paxson and Mr. Cooper representing the Highway Department.

It was decided that the Highway Department would write its version of the Cascade Locks-Mitchell Point agreement and submit it to the Railroad for consideration and that the Oxman-Durkee revision will be abandoned. The railroad people stated that they would take whatever action seemed necessary to get our agreements completed and sent to us. A further study is to be made of the possibility of railroad access to the Union Pacific property at The Dalles.

Mr. Edwards: Please confer with Mr. Cooper on this.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. J. A. Bunjer
Mr. W. C. Williams
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. L. I. Lindas
Mr. Walter T. Wright

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JUL 11 1960
FOR FILING

I-ON-3(1)

(C-4)

July 11, 1960

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Your File: D 315-2-8

Dear Mr. Baker:

In line with your request of June 27 on the Lindsey Creek and Viento relocations that the extra widths of embankments for the future second track be made on the river side, this is to confirm that we will make the revision as per your request.

Very truly yours,

W. C. Williams
State Highway Engineer

DJB:jk ms

cc: Mr. Forrest Cooper
Mr. Tom Edwards

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

June 22, 1960

File: D 315-2-8

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

In checking the cross sections for the Lindsey Creek and Viento relocations, it is noted you have provided the extra width of embankment for the future second track on the land side while at the other three locations it is on the river side.

We desire to have this second track embankment on the river side at all locations and since the width of the new right of way is ample for this, will you please arrange for construction accordingly.

Would appreciate your confirming that this will be done.

Yours truly,

G. H. Baker

G. H. Baker
Superintendent

RECEIVED
JUN 28 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 28 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1960
FOR FILING

I-SUN 2(4)
6.5-41

July 19, 1960

Mr. C. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Under date of June 22, you returned the descriptions of the property which the Railroad is to transfer to the State in connection with the railroad realignment between Cascade Locks and Viento and asked that revisions be made in Parcels 6 and 7 to conform with the 1951 agreement. I am attaching copies of all 18 parcels, in which the descriptions for Parcels 6 and 7 have been revised to eliminate those areas which are being transferred to the State under the 1951 agreement.

You will note that the recording data for Parcels 6 and 7 is left blank, to be filled in after the exchange of deeds is made under the 1951 agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

by

C. S. Paxson
Assistant State Highway Engineer

Attach.

CSPiss

cc to: Mr. R. M. Brown
Mr. D. J. Callahan
Mr. W. C. Williams
Mr. Walter T. Wright

DESCRIPTION ONLY

O. W. R. & N. Company

East Cascade Locks-Wyeth Section

Hood River County

File No. 24567
RR 7-11-60
6B-35-5, 6 & 7
8B-17-16 6B-32-8

Columbia River Highway

Right of Way

PARCEL NO. 1

A parcel of land lying in Section 4 and Section 5, Township 2 North, Range 8 East, W.M. and in Section 33, Township 3 North, Range 8 East, W.M., Hood River County, Oregon, and being a portion of the right of way of the O. W. R. & N. Company; the said parcel being all of the right of way of said O. W. R. & N. Company lying within the following subdivisions:

Lot 4 of said Section 4, Lot 3 and the NE¼SE¼ of said Section 5, Township 2 North, Range 8 East.

ALSO that portion of the right of way of the O. W. R. & N. Company situated in the NW¼SE¼ of said Section 5, Township 2 North, Range 8 East, W.M., lying Southerly of the following described line:

Beginning on the Southerly right of way line of said railroad at a point 50 feet Southerly from (when measured at right angles to) the center line of the relocated main track of the O. W. R. & N. Company at railroad Station 305+10.54; thence Easterly parallel to and 50 feet Southerly of said center line to the East line of said NW¼SE¼.

ALSO that portion of the right of way of the O. W. R. & N. Company situated in the NW¼NW¼ of said Section 4, Township 2 North, Range 8 East, W.M., and in Lot 4, said Section 33, Township 3 North, Range 8 East, W.M., lying Southeasterly of a line which is parallel to and 50 feet Southeasterly of the center line of the relocated main track of the O. W. R. & N. Company.

The center line of the relocated main track of the O. W. R. & N. Company herein referred to being described as follows:

Beginning at Engineer's center line Station 305+10.54, said Station being 859.86 feet South and 2585.85 feet West of the East quarter corner of said Section 5; thence 360 feet on a spiral curve left through a spiral angle of 2° 32' 06" to Station 308+70.54, the beginning of a 1° 24' 30" curve left (the tangent to said curve at Station 308+70.54 bearing North 68° 13' 27" East); thence 2927.90 feet on said 1° 24' 30" curve left to Station 337+98.44, the beginning of a spiral curve left (the tangent to said curve at Station 337+98.44 bearing North 26° 59' 22.5" East); thence 60 feet on said spiral curve left through a spiral angle of 0° 44' 51" to Station 338+58.44, the beginning of a 1° 15' 30" curve left (the tangent to said curve at Station 338+58.44 bearing North 26° 14' 31.5" East); thence 273.58 feet on said 1° 11' 30" curve left to Station 341+32.02, the beginning of a spiral curve left (the tangent to said curve at Station 341+32.02 bearing North 22° 58' 55" East); thence 300 feet on said spiral curve left through a spiral angle of 1° 47' 15" to equation Station 344+32.02 Back equals 344+51.20 Ahead (the tangent to said spiral at Station 344+32.02 Back equals 344+51.20 Ahead bearing North 21° 11' 40" East; thence North 21° 11' 40' East, 209.90 feet to Station 346+61.10, the beginning of a spiral curve right; thence 630 feet on said spiral curve right through a spiral angle of 7° 30' 27" to Station 352+91.1 the beginning of a 2° 23' curve right (the tangent to said curve at Station 352+91.1 bearing North 28° 42' 07" East); thence 228.99 feet on said 2° 23' curve right to Station 355+20.09, the beginning of a spiral curve right (the tangent to said curve at Station 355+20.09 bearing North 34° 09' 33" East); thence 630 feet on said spiral curve right through a spiral angle of 7° 30' 27" to equation Station 361+50.09 Back equals 362+58.00 Ahead on the existing railroad center line; thence North 41° 40' East, 742 feet to Station 370+00.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 10.35 acres.

PARCEL NO. 2

A parcel of land lying in Lot 4 of Section 34, Township 3 North, Range 8 East, W.M., Hood River County, Oregon, and being a portion of the right of way of the O. W. R. & N. Company; the said parcel being that portion of said railroad right of way situated in said Lot 4, lying Southerly of a line which is parallel to and 50 feet Southerly of the center line of the relocated main track of the O. W. R. & N. Company, which center line is described as follows:

Beginning at Engineer's center line Station 410+92.47, said Station being 2360.12 feet North and 210.79 feet West of the Southwest corner of said Section 34; thence 390 feet on a spiral curve right through a spiral angle of 2° 57' 27" to Station 414+82.47, the beginning of a 1° 31' curve right (the tangent to said curve at Station 414+82.47 bearing North 84° 08' 27" East); thence 251.21 feet on said 1° 31' curve right to Station 417+33.68, the beginning of a spiral curve right (the tangent to said curve at Station 417+33.68 bearing North 87° 57' 03" East); thence 390 feet on said spiral curve right through a spiral angle of 2° 57' 27" to Station 421+23.68 (the tangent to said spiral at Station 421+23.68 bearing South 89° 05' 30" East); thence South 89° 05' 30" East, 1234.43 feet to Station 433+58.11 the beginning of a spiral curve right; thence 210 feet on said spiral curve right through a spiral angle of 0° 54' 36" to Station 435+68.11, the beginning of a 0° 52' curve right (the tangent to said curve at Station 435+68.11 bearing South 88° 10' 54" East); thence 377.50 feet on said 0° 52' curve right to Station 439+45.61, the beginning of a spiral curve right (the tangent of said curve at Station 439+45.61 bearing South 84° 54' 36" East); thence 210 feet on said spiral curve right through a spiral angle of 0° 54' 36" to equation Station 441+55.61 Back equals 442+50.0 Ahead (the tangent of said spiral at said equation bearing South 84° East).

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 4.9 acres.

PARCEL NO. 3

A parcel of land lying in Lot 3 of Section 34, Township 3 North, Range 8 East, W.M., Hood River County, Oregon; the said parcel being described as follows:

Beginning on the West line of said Lot 3 at a point 280 feet South (when measured along said West line) from the center line of the main track of the O. W. R. & N. Company; thence Easterly in a straight line to the East line of said Lot 3, at a point 380 feet South (when measured along said East line) from the center line of said main track; thence North along said East line, 280 feet, more or less, to its intersection with a line which is parallel to and 100 feet Southerly of the center line of the relocated main track of the O. W. R. & N. Company; thence Westerly parallel to and 100 feet Southerly of the center line of said relocated main track; to the West line of said Lot 3; thence South along said West line 375 feet, more or less, to the point of beginning.

The center line of the relocated main track herein referred to being described in Parcel No. 2.

The parcel of land to which this description applies contains 10.0 acres, more or less.

PARCEL NO. 4

A parcel of land lying in Lot 3 of Section 34, Township 3 North, Range 8 East, W.M., Hood River County, Oregon; the said parcel being described as follows:

Beginning at the Southeast corner of Parcel No. 3, said corner being on the East line of said Lot 3, at a point 380 feet South (when measured along said East line) from the center line of the main track of the O. W. R. & N. Company; thence Westerly along the Southerly line of Parcel No. 3, a distance of 160 feet; thence Southeasterly in a straight line to the East line of said Lot 3, at a point 190 feet South (when measured along said East line) from the point of beginning; thence North 190 feet to the point of beginning.

The parcel of land to which this description applies contains 0.35 acre.

PARCEL NO. 5

A parcel of land lying in the NE¼NE¼ of Section 2, Township 2 North, Range 8 East, and in Lots 1 and 2 of Section 35, Township 3 North, Range 8 East, W.M., Hood River County, Oregon; the said parcel being described as follows:

Beginning at a point on the South line of said Section 35, said point being the intersection of said South line with a line which is parallel to and 650 feet West of the East line of said Section 35; thence North along said parallel line to its intersection with the Northerly right of way line of the O. W. R. & N. Company; thence Westerly along the Northerly right of way line of the O. W. R. & N. Company parallel to and 50 feet from the center line of the main track, a distance of 730 feet, more or less, to a point 50 feet Northeasterly from (when measured at right angles to) said railroad center line at railroad Station 512+45.2; thence Westerly in a straight line to the Southerly right of way line of said railroad, at a point 50 feet Southwesterly from (when measured radially to) the center line of said railroad at Railroad Station 510+42.7; thence Easterly along said Southerly right of way line parallel to and 50 feet from said railroad center line, a distance of 830 feet, more or less, to its intersection with the South line of said Section 35; thence East along the South line of said Section 35, a distance of 175 feet, more or less, to the point of beginning.

ALSO all of the right of way of the O. W. R. & N. Company lying with the NE¼NE¼ of Section 2, Township 2 North, Range 8 East, W.M.

The parcel of land to which this description applies contains 2.4 acres.

PARCEL NO. 6

A parcel of land lying in Section 36, Township 3 North, Range 8 East, W.M., Hood River County, Oregon; the said parcel being described as follows:

Beginning at the Southwest corner of said Section 36; thence North 86° 40' 10" East, a distance of 1325.5 feet to a point 540 feet Southerly from (when measured at right angles to) the center line of the relocated main track of the O. W. R. & N. Company at railroad Station 536+84.3, which center line is described in Parcel #4; thence North 77° 30' 20" East, a distance of 992.05 feet to a point 200 feet Southerly from (when measured at right angles to) said center line at railroad Station 546+71; thence North 89° 42' 30" East, a distance of 742.93 feet to a point 39 feet Southerly from (when measured at right angles to) said center line at railroad Station 554+00; thence South 77° 03' 30" East, 39 feet Southerly from and parallel to said center line, a distance of 1463 feet to the South line of said Section 36; thence North 89° 35' 10" West, along the South line of said Section 36, a distance of 4460.7 feet to the place of beginning.

EXCEPT therefrom that property described in that deed to the State of Oregon by and through its State Highway Commission, recorded in Book _____, Page _____ of Hood River County Deed Records.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 9.2 acres, more or less.

PARCEL NO. 7

A parcel of land lying in the NE¼NE¼ of Section 1, Township 2 North, Range 8 East, and in Lot 3 of Section 6, Township 2 North, Range 9 East, W.M., Hood River County, Oregon; the said parcel being described as follows:

Beginning at the intersection of the North line of the NE¼NE¼ of said Section 1 with the Southerly right of way line of the O. W. R. & N. Company, said intersection being approximately 1100 feet West of the Northeast corner of said Section 1; thence East along the North line of said Section 1, a distance of 280 feet, more or less, to a line which is parallel to and 39 feet Southerly of the center line of the O. W. R. & N. Company main track as relocated in 1952; thence Easterly parallel to and 39 feet Southerly of said railroad center line, a distance of 1950 feet, more or less, to the East line of Lot 3 of said Section 6; thence South along said East line 15 feet, more or less, to the Southerly right of way line of the O. W. R. & N. Company; thence Westerly along said Southerly right of way line, a distance of 2300 feet, more or less, to the place of beginning.

The center line of the O. W. R. & N. Company main track as relocated in 1952 is described as follows:

Beginning on the existing center line of the O. W. R. & N. Company track at Engineer's center line Station 573+83.58, said Station being 45.64 feet North and 883.77 feet West of the Northwest corner of said Section 6; thence South 77° 54' 30" East, 343.59 feet to Station 577+27.17, the beginning of a spiral curve to the left; thence 420 feet on said spiral curve left through a spiral angle of 4° 12' to Station 581+47.17, the beginning of a 2° curve to the left (the tangent to said curve at Station 581+47.17 bearing South 82° 06' 30" East); thence 747.5 feet on said 2° curve left to Station 588+94.67; thence 420 feet on a spiral curve to the left through a spiral angle of 4° 12' to Station 593+14.67 (the tangent to said spiral at Station 593+14.67 being North 78° 44' 30" East); thence North 78° 44' 30" East, 2406.64 feet to Station 617+21.31, the beginning of a spiral curve to the right; thence 150 feet on said spiral curve right through a spiral angle of 0° 45' to Station 618+71.31, the beginning of a 1° curve to the right (the tangent to said curve at Station 618+71.31 bearing North 79° 29' 30" East); thence 743.06 feet on said 1° curve right to Station 626+14.37, the beginning of a spiral curve to the right; thence 240 feet on a spiral curve to the right through a spiral angle of 3° 48' to Station 628+54.37, the beginning of a 2° 20' curve to the right (the tangent to said curve at Station 628+54.37 bearing South 89° 16' 40" East); thence 768.75 feet on said 2° 20' curve right to Station 636+23.12; thence 390 feet on a spiral curve to the right through a spiral angle of 4° 33' to Station 640+13.12 (the tangent to said spiral at Station 640+13.12 being South 66° 47' 25" East); thence South 66° 47' 25" East, 200 feet to Station 642+13.12, the beginning of a spiral curve to the left; thence 420 feet on said spiral curve left, through a spiral angle of 4° 12' to Station 646+33.12, the beginning of a 2° curve to the left (the tangent to said curve at Station 646+33.12 bearing South 70° 59' 25" East); thence 632.15 feet on said 2° curve left to Station 652+65.27; thence 420 feet on a spiral curve to the left through a spiral angle of 4° 12' to Station 656+85.27 (the tangent to said spiral at Station 656+85.27 being South 87° 50' East); thence South 87° 50' East, 901.86 feet to Station 665+87.13, the beginning of a spiral curve to the left; thence 240 feet on said spiral curve left, through a spiral angle of 1° 48' to Station 668+27.13, the beginning of a 1° 30' curve to the left (the tangent to said curve at Station 668+27.13 bearing South 89° 38' East); thence 179.17 feet on said 1° 30' curve left to Station 670+06.30; thence 240 feet on a spiral curve to the left through a spiral angle of 1° 48' to Station 672+46.3 (the tangent to said spiral at Station 672+46.3 being North 85° 52' 45" East); thence North 85° 52' 45" East, 200 feet to Station 674+46.30, the beginning of a spiral curve to the right; thence 330 feet on said spiral curve right, through a spiral angle of 6° 36' to Station 677+76.3 which Station equals Station 680+32.51 on the existing railroad center line, said Station 680+32.51 on said existing railroad center line being a point on a 4° curve to the right (tangent to said curve at Station 680+32.51 being South 87° 31' 15" East), Station 680+32.51 being 512.15 feet North and 2603.33 feet East of the Southwest corner of Lot 4, Section 5, Township 2 North, Range 9 East, W.M; thence Easterly along said existing railroad center line on a 4° curve to the right, a distance of 300 feet to Station 683+32.51 point on a curve.

EXCEPT therefrom that property described in that deed to the State of Oregon by and through its State Highway Commission, recorded in Book _____ Page _____ of Hood River County Deed Records.

The parcel of land to which this description applies contains 0.7 acre, more or less.

PARCEL NO. 7

A parcel of land lying in the NE¼NE¼ of Section 1, Township 2 North, Range 8 East, and in Lot 3 of Section 6, Township 2 North, Range 9 East, W.M., Hood River County, Oregon; the said parcel being described as follows:

Beginning at the intersection of the North line of the NE¼NE¼ of said Section 1 with the Southerly right of way line of the O. W. R. & N. Company, said intersection being approximately 1100 feet West of the Northeast corner of said Section 1; thence East along the North line of said Section 1, a distance of 280 feet, more or less, to a line which is parallel to and 39 feet Southerly of the center line of the O. W. R. & N. Company main track as relocated in 1952; thence Easterly parallel to and 39 feet Southerly of said railroad center line, a distance of 1950 feet, more or less, to the East line of Lot 3 of said Section 6; thence South along said East line 15 feet, more or less, to the Southerly right of way line of the O. W. R. & N. Company; thence Westerly along said Southerly right of way line, a distance of 2300 feet, more or less, to the place of beginning.

The center line of the O. W. R. & N. Company main track as relocated in 1952 is described as follows:

Beginning on the existing center line of the O. W. R. & N. Company track at Engineer's center line Station 573+83.58, said Station being 45.64 feet North and 883.77 feet West of the Northwest corner of said Section 6; thence South 77° 54' 30" East, 343.59 feet to Station 577+27.17, the beginning of a spiral curve to the left; thence 420 feet on said spiral curve left through a spiral angle of 4° 12' to Station 581+47.17, the beginning of a 2° curve to the left (the tangent to said curve at Station 581+47.17 bearing South 82° 06' 30" East); thence 747.5 feet on said 2° curve left to Station 588+94.67; thence 420 feet on a spiral curve to the left through a spiral angle of 4° 12' to Station 593+14.67 (the tangent to said spiral at Station 593+14.67 being North 78° 44' 30" East); thence North 78° 44' 30" East, 2406.64 feet to Station 617+21.31, the beginning of a spiral curve to the right; thence 150 feet on said spiral curve right through a spiral angle of 0° 45' to Station 618+71.31, the beginning of a 1° curve to the right (the tangent to said curve at Station 618+71.31 bearing North 79° 29' 30" East); thence 743.06 feet on said 1° curve right to Station 626+14.37, the beginning of a spiral curve to the right; thence 240 feet on a spiral curve to the right through a spiral angle of 3° 48' to Station 628+54.37, the beginning of a 2° 20' curve to the right (the tangent to said curve at Station 628+54.37 bearing South 89° 16' 40" East); thence 768.75 feet on said 2° 20' curve right to Station 636+23.12; thence 390 feet on a spiral curve to the right through a spiral angle of 4° 33' to Station 640+13.12 (the tangent to said spiral at Station 640+13.12 being South 66° 47' 25" East); thence South 66° 47' 25" East, 200 feet to Station 642+13.12, the beginning of a spiral curve to the left; thence 420 feet on said spiral curve left, through a spiral angle of 4° 12' to Station 646+33.12, the beginning of a 2° curve to the left (the tangent to said curve at Station 646+33.12 bearing South 70° 59' 25" East); thence 632.15 feet on said 2° curve left to Station 652+65.27; thence 420 feet on a spiral curve to the left through a spiral angle of 4° 12' to Station 656+85.27 (the tangent to said spiral at Station 656+85.27 being South 87° 50' East); thence South 87° 50' East, 901.86 feet to Station 665+87.13, the beginning of a spiral curve to the left; thence 240 feet on said spiral curve left, through a spiral angle of 1° 48' to Station 668+27.13, the beginning of a 1° 30' curve to the left (the tangent to said curve at Station 668+27.13 bearing South 89° 38' East); thence 179.17 feet on said 1° 30' curve left to Station 670+06.30; thence 240 feet on a spiral curve to the left through a spiral angle of 1° 48' to Station 672+46.3 (the tangent to said spiral at Station 672+46.3 being North 85° 52' 45" East); thence North 85° 52' 45" East, 200 feet to Station 674+46.30, the beginning of a spiral curve to the right; thence 330 feet on said spiral curve right, through a spiral angle of 6° 36' to Station 677+76.3 which Station equals Station 680+32.51 on the existing railroad center line, said Station 680+32.51 on said existing railroad center line being a point on a 4° curve to the right (tangent to said curve at Station 680+32.51 being South 87° 31' 15" East), Station 680+32.51 being 512.15 feet North and 2603.33 feet East of the Southwest corner of Lot 4, Section 5, Township 2 North, Range 9 East, W.M; thence Easterly along said existing railroad center line on a 4° curve to the right, a distance of 300 feet to Station 683+32.51 point on a curve.

EXCEPT therefrom that property described in that deed to the State of Oregon by and through its State Highway Commission, recorded in Book _____ Page _____ of Hood River County Deed Records.

The parcel of land to which this description applies contains 0.7 acre, more or less.

PARCEL NO. 8

A parcel of land lying in Government Lots 3 and 2, and in the S½NE¼ of Section 5, NW¼ and the SW¼NE¼ of Section 4, Township 2 North, Range 9 East, W. M., Hood River County, Oregon, the said parcel being that portion of the O.W.R. and N. Company right of way described as follows:

Beginning at a point opposite and 39 feet Southerly of Station 674+46.30 on the center line of the main track of the relocated O.W.R. and N. Company as said railroad was relocated in 1952; thence North 85° 52' 45" East, 0.16 feet to a point opposite and 39 feet Southerly of Station 674+46.46 on the main track center line of the 1960 relocated main track; thence Easterly and parallel to and 39 feet Southerly of said center line (1960 relocation) to a point opposite and 39 feet Southerly of Station 681+00 on said center line (1960 relocation); thence Southeasterly in a straight line to a point opposite and 110 feet Southerly of Station 685+07.29 on said center line (1960 relocation); thence Easterly 110 feet Southerly of and parallel to said center line (1960 relocation) to the Northerly right of way line of said existing Railroad; thence Easterly along the Northerly line of said existing Railroad right of way to a line which is parallel to and 39 feet Southerly of the center line of the 1952 relocation; thence Westerly parallel to and 39 feet Southerly of the center line of said 1952 relocation to a point that is 39 feet Southerly from said center line opposite Railroad Survey Station 742+78.21; thence Westerly along a curve to the left having a radius of 5729.6 feet to a point that is 30 feet Southerly of the center line of said 1952 relocation opposite Station 738+09.38; thence Westerly along a line parallel with and 30 feet Southerly from said 1952 relocated center line to a point opposite Station 732+14.79; thence South at right angles to said 1952 relocated center line to the South line of said existing Railroad right of way; thence Westerly along the said Southerly right of way line to the West line of said Section 4; thence North along the West line of said Section 4 to a line which is parallel to and 100 feet Southerly of the center line of the main track (which was not relocated in the year 1952); thence Westerly along said parallel line to a line which is parallel with and 30 feet Southerly from the present center line of main track as now constructed; thence Westerly along said line which is parallel with and 30 feet Southerly of the present center line of main track as now constructed to a point in the East line of said Lot 3 of Section 5; thence South along the East line of said Lot 3 to a line which is parallel with and 39 feet Southerly of said present center line of main track as now constructed; thence Westerly parallel with and 39 feet Southerly of said present center line to a point opposite the Easterly end of said center line of main track as relocated in the year 1952; thence Westerly parallel to said main track center line as relocated in the year 1952 to the point of beginning, said point being 456.0 feet North and 2277 feet East of the Southwest corner of Lot 4 of Section 5, Township 2 North, Range 9 East, W. M; EXCEPT that portion of Lots 1 and 2 of said Section 4 lying Northerly of a line which is parallel with and 110 feet Southerly of the main track center line as relocated in the year 1960; the 1960 relocated center line herein referred to being described as follows:

Beginning at a point on the center line of the existing main track of said railroad as said center line was relocated in the year 1952 at Station 674+46.30 which is a point in Government Lot 3 of said Section 5 that is 485.3 feet North and 2074.2 feet East of the Southwest corner of Government Lot 4 of said Section 5; thence North 85° 52' 45" East, 0.16 feet to Station 674+46.46 the beginning of a spiral curve right; thence 330 feet on said spiral curve right through a spiral angle of 3° 18' to Station 677+76.46, the beginning of a 2° curve to the right (the tangent of said curve at Station 677+76.46 bearing North 89° 10' 45" East); thence 400.83 feet on said 2° curve right to Station 681+77.29; thence 330 feet on a spiral curve to the right through a spiral angle of 3° 18' to Station 685+07.29 (the tangent to said spiral at Station 681+77.29 bearing South 82° 48' 15" East); thence South 79° 30' 15" East Back = South 79° 26' 45" East Ahead, 4808.29 feet to Station 733+15.58 Back = 740+08.75 Ahead, the beginning of a spiral curve to the left; thence 337.5 feet on said spiral curve left through a spiral angle of 3° 26' 43" to Station 743+46.25 the beginning of a 2° 02' 30" curve to the left (the tangent of said curve at Station 743+46.25 bearing South 82° 53' 28" East); thence 469.46 feet on said 2° 02' 30" curve left to Station 748+15.71 Back = Station 748+15.71 Ahead, on the main track center line of the 1952 relocation and being a point on a 2° 02' 30" curve left (tangent to said 2° 02' 30" curve left at Station 748+15.71 bearing North 87° 31' 27" East) Station 748+15.71 being approximately 807 feet North and approximately 830 feet East of the Southeast corner of said Government Lot 5 of said Section 4.

The parcel of land to which this description applies contains 14.9 acres.

PARCEL NO. 9

A parcel of land lying in Lot 5 of Section 4, Township 2 North, Range 9 East, W. M., Hood River County, Oregon, and being that property described in that certain deed to State of Oregon, by and through its State Highway Commission recorded in Book 55, Page 138 of Hood River County Records of Deeds.

The parcel of land to which this description applies contains 0.05 acre.

PARCEL NO. 10

A parcel of land lying in the SW¼NE¼ of Section 4, Township 2 North, Range 9 East, W. M., Hood River County, Oregon, the said parcel being described as follows:

Beginning at the Northeast corner of Government Lot 5, Section 4, said Township and Range; thence Easterly in a straight line to a point opposite and 39 feet Southerly of the ain rack center line at Station 742+00 as said center line was relocated in 1960; thence Easterly parallel to and 39 feet Southerly of said center line to a point in a line which is parallel with and 39 feet Southerly of the ain rack center line as said ain rack center line was relocated in 1952; thence Westerly parallel with and 39 feet Southerly of said center line (1952 relocation) to the North line of the Railroad right of way as it was prior to 1952; thence Westerly along said right of way line to the point of beginning.

The 1960 relocated center line being described in Parcel #8.

The parcel of land to which this description applies contains 0.05 acre.

PARCEL NO. 11

A parcel of land lying in the SE¼SW¼ and in the SE¼ of Section 34, Township 3 North, Range 9 East, W. M., Hood River County, Oregon, the said parcel being described as follows:

Beginning at a point in the NE¼ of the SE¼ of said Section 34 where the Southerly right of way line of the O.W.R. & N. Company intersects a line which is parallel to and 110 feet Southerly of the main line center line of the 1960 relocation of the O.W.R. & N. Company said point being approximately 290 feet South and approximately 180 feet West of the East quarter corner of said Section 34; thence Southwesterly along the present right of way of said Railroad to a point 100 feet Southerly of and opposite Station 824+50 on the existing main line center line; thence Northerly and radially to the existing main line center line at Station 824+50 a distance of 70 feet to a point 30 feet Southerly of the main line center line of the existing Railroad opposite said Station 824+50; thence Westerly parallel with and 30 feet Southerly of said existing main line center line to a point 30 feet Southerly of said existing main line center line opposite Station 813+50; thence Southerly and radially to said existing main line center line 70 feet to the Southerly right of way line of said existing Railroad; thence Northwesterly along said right of way line to the most Easterly corner of that certain parcel of land in the SW¼SE¼ of said Section 34, that was heretofore conveyed by J. O. and Thereas D. Jones to the O.W.R. & N. Company by Warranty Deed dated August 30, 1938, and recorded in Book 27, Page 102, of Hood River County Deed Records; thence South 69° 42' West, along said Southerly line to a line which is parallel with and 70 feet Northerly of the center line of the present Columbia River Highway; thence Westerly along said parallel line to a line which is parallel with and 110 feet Southerly of the main line center line of said Railroad (1960 relocation); thence Easterly along said parallel line to the point of beginning.

EXCEPT that portion of said SE¼ of Section 34 lying Northerly of the existing Railroad right of way, said center line of main track as relocated in the year 1960 described as follows:

Commencing at a point on the existing center line of main track of said Railroad Company at Engineer's center line Station 794+53.46 which is a point in the SE¼SW¼ of said Section 34 that is approximately 1015 feet North and approximately 725 feet West of the South quarter corner of said Section 34; thence North 65° 46' 45" East, 1090.75 feet to Station 805+44.21 the beginning of a spiral curve to the right; thence 120 feet on said spiral curve right through a spiral angle of 0° 19' 30" to Station 806+64.21 the beginning of an 0° 32' 30" curve to the right (tangent to said curve at Station 806+64.21 bearing North 66° 06' 15" East); thence 261.54 feet on said 0° 32' 30" curve to the right to Station 809+25.75 the beginning of a spiral curve to the right (tangent to said curve at Station 809+25.75 bearing North 67° 31' 15" East); thence 120 feet on said spiral curve right through a spiral angle of 0° 19' 30" to Station 810+45.75; thence North 67° 50' 45" East, 2080.89 feet to Station 831+26.64 being approximately 73 feet South and approximately 60 feet East of the East quarter corner of said Section 34, said center line of the existing Columbia River Highway being described as follows:

Commencing at the Northwest corner of Section 3, Township 2 North, Range 9 East; thence South 0° 00' 20" West along the West line of said Section 3 a distance of 594 feet to a witness corner; thence North 29° 05' East, a distance of 501.27 feet to a point designated as Highway Survey Station 728+47.91 P. R. S., which is the true point of beginning; thence on an increasing spiral curve to the right, through a spiral angle of 4° 00' (the long chord of which bears North 40° 31' East) a distance of 400 feet to Highway Survey Station 732+47.91 P. S. C. = 733+43.15 P. O. C.; thence on a 2° 00' curve to the right, through a central angle of 35° 50' (the long chord of which bears North 61° 06' East) a distance of 1791.67 feet to Highway Survey Station 751+34.82 P. C. S.; thence on a decreasing spiral curve to the right through a spiral angle of 4° 00' (the long chord of which bears North 81° 41' East) a distance of 400 feet to Highway Survey Station 755+34.82 P. T.; thence North 83° 01' East, tangent to the last described spiral, a distance of 765.18 feet to Highway Survey Station 763+00 which is 1271.66 feet North and 3027.07 feet East from the Northwest corner of said Section 3, Township 2 North, Range 9 East.

The parcel of land to which this description applies contains 11.5 acres.

PARCEL NO. 12

A parcel of land lying in the N½SW¼ of Section 35, Township 3 North, Range 9 East, W. M., Hood River County, Oregon, the said parcel being that portion of said N½SW¼ lying in the O.W.R. & N. Company right of way and lying Easterly of a line which is radial to the center line of the existing main track of said Railroad at Engineer's Station 842+39.8.

The parcel of land to which this description applies contains 6.2 acres.

PARCEL NO. 13 Railroad encroachment for slopes.

A parcel of land lying in Section 5 and in Section 4, Township 2 North, Range 8 East, W. M., Hood River County, Oregon, the said parcel being described as follows:

Beginning at a point which is 20 feet Southerly from (when measured radially and/or at right angles to) the center line of the relocated O.W.R. & N. Company main track at Station 313+00; thence Northeasterly parallel to and always 20 feet Southeasterly of said main track center line, 2500 feet, more or less, to a point 20 feet Easterly from (when measured radially and/or at right angles to) said main track center line at Station 338+00; thence Southeasterly radially to and/or at right angles to said center line at Station 338+00, a distance of 10 feet; thence Northeasterly parallel to and 30 feet Southeasterly of said main track center line 980 feet, more or less, to a point 30 feet Southerly from (when measured radially and/or at right angles to) said main track center line at Station 348+00; thence Easterly radially to said center line 20 feet; thence Southwesterly parallel to and 50 feet Southeasterly of said main track center line to a point 50 feet Southerly from (when measured radially and/or at right angles to) said main track center line at Station 313+00; thence Northerly radially to said center line 30 feet to the point of beginning, the center line of the relocated main track of the O.W.R. & N. Company herein referred to being described in Parcel #1.

The parcel of land to which this description applies contains 2.2 acres.

PARCEL NO. 14 Railroad encroachment for slopes.

A parcel of land lying in the NW¼ of Section 4, Township 2 North, Range 8 East, W. M., and in Lot 4 of Section 33, Township 3 North, Range 8 East, W. M., Hood River County, Oregon, the said parcel being bounded on the Southwesterly and Northeasterly sides by lines at right angles to the center line of the relocated main track of the O.W.R. & N. Company at Engineer's center line Stations 349+00 and 353+80, bounded on the Northwesterly and Southeasterly sides by lines which are parallel to and 30 feet Southeasterly and 50 feet Southeasterly, respectively, from said main track center line, which center line is described in Parcel #1.

The parcel of land to which this description applies contains 0.22 acre.

PARCEL NO. 15 Railroad encroachment for slopes.

A parcel of land lying in Lot 4 of Section 33, Township 3 North, Range 8 East, W. M., Hood River County, Oregon, the said parcel being bounded on the Southwesterly and Northeasterly sides by lines at right angles to the center line of the relocated main track of the O.W.R. & N. Company at Engineer's Stations 359+20 and 363+50, bounded on the Northwesterly and Southeasterly sides by lines which are parallel to and 30 feet Southeasterly and 50 feet Southeasterly, respectively, from said main track center line, which center line is described in Parcel #1.

The parcel of land to which this description applies contains 0.15 acre.

PARCEL NO. 16 A temporary slope easement over or on the following described parcel:

A parcel of land lying in the NW¼NW¼ of Section 4, Township 2 North, Range 8 East, W. M., Hood River County, Oregon, the said parcel being bounded on the Southwesterly and Northeasterly sides by lines at right angles to the center line of the relocated main track of the O.W.R. & N. Company at Engineer's center line Stations 349+00 and 350+25, bounded on the Northwesterly side by said center line and bounded on the Southeasterly side by a line which is parallel to and 30 feet Southeasterly of said center line which center line is described in Parcel #1.

The parcel of land to which this description applies contains 0.09 acre.

PARCEL NO. 17 Railroad encroachment for slopes.

A parcel of land lying in the SE¼NE¼ of Section 35 and in the SW¼NW¼ of Section 36, Township 3 North, Range 9 East, W.M., Hood River County, Oregon, and being a portion of the O. W. R. & N. Company right of way; the said parcel being bounded on the Westerly and Easterly sides by lines at right angles to the center line of the O. W. R. & N. Company main line track at Stations 889+50 and 894+50 and bounded on the Northerly and Southerly sides by lines which are parallel to and 25 feet Southerly and 50 feet Southerly, respectively, from said center line.

The parcel of land to which this description applies contains 0.29 acre.

PARCEL NO. 18 Railroad encroachment for slopes.

A parcel of land lying in the SE¼NW¼ and the SW¼NE¼ of Section 36, Township 3 North, Range 9 East, W.M., Hood River County, Oregon, and being a portion of the O. W. R. & N. Company right of way; the said parcel being a strip of land variable in width extending from a line at right angles to Station 908+00 on the center line of the O. W. R. & N. Company main line track to a line at right angles to said center line at Station 918+00.

The parcel of land to which this description applies contains 0.25 acre.

sm/fd

FORM E-30 ROM 11-58 1960

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUL 18 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
July 18, 1960

SUBJECT: File No. 24567
O. W. R. & N. Company
East Cascade Locks-
Wyeth Section
Columbia River Highway
Hood River County

To: Mr. G. S. Paxson
Assistant State Highway Engineer

O f f i c e

Submitted herewith is a description containing 18 parcels needed from the O. W. R. & N. Company between East Cascade Locks and Wyeth.

On June 2, 1960, I sent these same 18 descriptions to you for transmittal to the Operating Section of the Union Pacific Railroad Company. On June 22, you received a letter from Mr. Baker of the Railroad Company, stating that Parcels 6 and 7 would need to be revised. This revision was necessary so that the portion covered by the 1951 State-Railroad Agreement included in Parcels 6 and 7 might be deleted, as the area was covered by a deed now in the course of execution.

The attached description containing 18 parcels includes the corrected descriptions of Parcels 6 and 7.

At the time I sent the original 18 parcel descriptions to you for transmittal to the Railroad, I also sent a copy of the descriptions to Mr. Callahan, Manager of Properties for Union Pacific. The intent was for informational purposes only, as I felt that the Operating Section of the Railroad would want to handle the transaction.

Since Mr. Baker of the Operating Section has requested the change in description through your office, I presume that the Operating Section is, in fact, handling the transaction. When you transmit these corrected parcel descriptions to Mr. Baker, would you please send a carbon copy of your letter to Mr. Callahan so that he will be kept abreast of the situation.

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:zg
Attachments
Description in triplicate

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2528 NO. LARRABEE AVE.
PORTLAND 17, OREGON

June 22, 1960

File: D 315-2-8

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. G. S. Paxson

Gentlemen:

In connection with property exchanges for track relocations between Cascade Locks and Viento, you submitted a map showing an area at Wyeth to be conveyed to the State by the Railroad (Parcels 6 and 7) on which a portion was cross hatched indicating it was to be deleted from the 1951 and added to the 1960 agreement.

Inasmuch as this area is covered by deed now in the course of execution, it should not be included in the 1960 agreement.

Will you please, therefore, send me revised descriptions for these parcels 6 and 7 eliminating the property included in the 1951 agreement.

Yours truly,

G H Baker

G. H. Baker
Superintendent EAH

RECEIVED
JUN 24 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 24 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 20 1960
FOR FILING

June 17, 1960

Mr. R. M. Brown
District Engineer
Union Pacific Railroad Company
829 Pittock Block
Portland 5, Oregon

Dear Sir:

Reference is made to your letter of June 15 concerning the line changes between Cascade Locks and Viento.

On June 14, a letter was sent to Mr. Callahan with prints from a map which was to be filed with the Bureau of Land Management. I am attaching a copy of this letter and of the map. It is our understanding that after filing with the Bureau of Land Management, they will take care of clearing the matter with the Forest Service and with the Army Engineers.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams

UNION PACIFIC RAILROAD COMPANY

ENGINEERING DEPARTMENT

R. M. BROWN
DISTRICT ENGINEER
NORTHWESTERN DISTRICT

829 PITTOCK BLOCK
PORTLAND 5, OREGON

June 15, 1960

Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson,
Assistant State Highway Engineer

Gentlemen:

This will acknowledge your letter of June 10, giving me maps, descriptions, etc., covering the right of way exchanges to be made on the five line changes between Cascade Locks and Viento. These descriptions, etc. will be checked promptly and, if satisfactory, will be included in the agreement now being drafted by our Law Department to cover the construction of these line changes.

In the last paragraph of your above-mentioned letter you discuss the applications to be made to secure releases from the Forest Service and possibly the Army Engineers for Government land that has been withdrawn for their use on the Ranger Slide location. In meeting held in my office on June 13, it was concluded that the State Highway Department would handle this matter with the Forest Service and Army Engineers as necessary to secure these releases and, if necessary, the Railroad Company would then file the necessary filing maps for the railroad right of way required through this area.

It is presumed, therefore, that your Right of Way Department will progress this matter with the Forest Service and Army Engineers to secure the necessary release on this portion of right of way.

Yours very truly,

R. M. Brown

RECEIVED
JUN 17 1960
SALEM
STATE HIGHWAY ENGINEER

RECEIVED
DISTRICT ENGINEER

RECEIVED
JUN 20 1960
FOR FILING

Salem, Oregon
June 17, 1960

Cascade Locks-Viento

Mr. Walter T. Wright

We have made application for a permit to construct embankment for the Union Pacific railroad at the Lindsey Creek line change. I attach a copy of a letter from the U. S. Engineers advising that they have issued a permit to the Bifkenfeld Lumber Company of Hood River for a log dump and boom. They will require that we obtain the relinquishment of this permit before issuing a permit for embankment. Can one of your agents contact this lumber company and see if arrangements can be made for release?

I understand that the title to the property is still with Mr. Kuvale, and that all the Government has is a perpetual flowage easement. I would suggest that you check with Mr. Lindas as to just what rights the Lumber Company has under the permit.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKS-4
NPP 285/70a(Col.R.-Fills)-17.

16 June 1960

REFERRED TO
Coo Ber
By State Highway Engineer

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. W. C. Williams, State Highway Engineer

Dear Mr. Williams:

Your application for a permit to construct two fills in Columbia River located near Lindsey and Viento was received 16 June 1960.

The proposed fill at Lindsey will destroy a log dump and boom authorized by permit No. PO 7480(Col.R.)-1.3 dated 10 June 1941, issued to Birkenfeld Lumber Company, Hood River, Oregon.

It is requested your office obtain the copy of this permit issued to Birkenfeld Lumber Company and return it to this office. Relinquishment of the permit by the company would indicate no further need for the structure and will clear the record for issuing a permit for your fills.

Very truly yours,

Frank C. Linton

T. W. RAGSDALE
Chief, Operations Division

NOTED
U. S. PARSON

RECEIVED
JUN 17 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 17 1960
STATE OF
ENGINEER

RECEIVED
FOR FILING
R. M. BROWN
DISTRICT ENGINEER
NORTHWESTERN DISTRICT
I-80N
1c-11

UNION PACIFIC RAILROAD COMPANY

ENGINEERING DEPARTMENT

829 PITTOCK BLOCK
PORTLAND 5, OREGON

June 15, 1960

Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson,
Assistant State Highway Engineer

Gentlemen:

With reference to your letter of June 3, giving me transparencies and prints with which to make application to the District Engineer of U. S. Corps of Engineers for permit to construct railroad embankments in the backwater pool of Bonneville Dam, as required for construction of the five line changes between Cascade Locks and Viento.

Upon checking my file, I note that with your letter of October 17, 1958 you sent me permits you had secured from the Army Engineers for construction of three of these line changes between Cascade Locks and Wyeth. For your ready reference, am attaching hereto copies of the correspondence, permits, etc., sent to me at that time.

In discussing this with you on June 13, it was concluded that the State Highway Department should apply for the additional permits required for construction of the two remaining line changes between Wyeth and Viento, in view of the fact that you had previously applied for and secured permits for similar line changes between Cascade Locks and Wyeth. If any extension of time is required for the permits issued between Cascade Locks and Wyeth beyond December 31, 1961, it was also decided the State Highway Department should also request this extension.

The transparencies and prints sent to me with your letter of June 3 were returned to you in our meeting June 13, and it is presumed therefore that you will progress this matter further to secure the additional

permits required for the two line changes between Wyeth and Viento.

Yours very truly,

L. N. Brown

RECEIVED
JUN 17 1930
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 17 1930
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1958

SUBJECT: Permit to place embankment in Columbia River .

To: Mr. Tom Edwards
Construction Engineer

We have received the permit for the embankment to carry the railroad on its new line at the Ranger Station Slide, the Beacon Rock Slide, and the Wyeth location. Under date of October 13 I sent you prints of a map showing the details of this embankment and I am attaching hereto a theromo-fax of the permit.

C. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. R. M. Brown
District Engineer
Union Pacific Railroad Company

U. P. R. R. Co.
OCT 21 1958
DISTRICT ENGINEER
PORTLAND, OREGON

J. W. G.
OCT 24 1958

U S ARMY ENGINEER DISTRICT PORTLAND
CORPS OF ENGINEERS
620 PITTOCK BLOCK
PORTLAND 5 OREGON

KPPEN-4

October 14, 1958

KPP 800.6(Col. Riv.-Wills)-12.

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. O. S. Paxson, Ass't. State Highway Engineer

Gentlemen:

In response to your application dated October 13, 1958, there is inclosed a permit authorizing three fills in the Bonneville pool from Cascade Locks to Wyeth, Oregon.

The instrument authorizes the work only in accordance with the approved plans shown on the prints which are attached to and made a part of the authorization. If it is necessary because of unforeseen or altered conditions to deviate materially from the approved plans, revised drawings showing any proposed changes must be submitted to this office in order that they may receive the approval required by law before the work is commenced.

Attention is invited to condition (1) of the instrument, which requires that this office be notified in writing concerning commencement, suspension, resumption, and completion of the work. If it does not conform substantially with the approved plan, the work will be unlawful. It is important, therefore, that the notices be received promptly in this office in order that inspections may be made at appropriate times.

Very truly yours,

T. W. MARSHALL
Chief, Operations Division

1 Incl.
Permit dtd
October 14, 1958

NPPKS-4

NPP 800.6(Col. Riv.-Fills)-12.

DEPARTMENT OF THE ARMY

NOTE.—It is to be understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining State assent to the work authorized. IT MERELY EXPRESSES THE ASSENT OF THE FEDERAL GOVERNMENT SO FAR AS CONCERNS THE PUBLIC RIGHTS OF NAVIGATION. (See *Escanaba Co. v. Chicago*, 188 U. S., 410.)

16—12130-8

PERMIT

Portland District, Corps of Engineers.
628 Pittock Block, Portland 5, Oregon
October 14, 19 58

Oregon State Highway Department

Salem, Oregon

Gentlemen:

Referring to written request dated October 13, 1958,

I have to inform you that, upon the recommendation of the Chief of Engineers, and under the provisions of Section 10 of the Act of Congress approved March 3, 1899, entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of the Army,

to construct road fills above the normal pool elevation

(Here describe the proposed structure or work.)

in Columbia River, Bonneville pool

(Here to be named the river, harbor, or waterway concerned.)

at three locations from Cascade Locks to Wyeth, Oregon

(Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans shown on the drawing attached hereto marked:

(Or drawings; give file number or other definite identification marks.)

"NPP 800.6(Col. Riv.-Fills)-12/1", ")12/2" and ")-12/3"

subject to the following conditions:

(*a*) That the work shall be subject to the supervision and approval of the District Engineer, Corps of Engineers, in charge of the locality, who may temporarily suspend the work at any time, if in his judgment the interests of navigation so require.

(*b*) That any material dredged in the prosecution of the work herein authorized shall be removed evenly and no large refuse piles, ridges across the bed of the waterway, or deep holes that may have a tendency to cause injury to navigable channels or to the banks of the waterway shall be left. If any pipe, wire, or cable hereby authorized is laid in a trench, the formation of permanent ridges across the bed of the waterway shall be avoided and the back filling shall be so done as not to increase the cost of future dredging for navigation. Any material to be deposited or dumped under this authorization, either in the waterway or on shore above high-water mark, shall be deposited or dumped at the locality shown on the drawing hereto attached, and, if so prescribed thereon, within or behind a good and substantial bulkhead or bulkheads, such as will prevent escape of the material in the waterway. If the material is to be deposited in the harbor of New York, or in its adjacent or tributary waters, or in Long Island Sound, a permit therefor must be previously obtained from the Supervisor of New York Harbor, New York City.

(*c*) That there shall be no unreasonable interference with navigation by the work herein authorized.

(*d*) That if inspections or any other operations by the United States are necessary in the interest of navigation, all expenses connected therewith shall be borne by the permittee.

(*e*) That no attempt shall be made by the permittee or the owner to forbid the full and free use by the public of all navigable waters at or adjacent to the work or structure.

(*f*) That if future operations by the United States require an alteration in the position of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army, it shall cause unreasonable obstruction to the free navigation of said water, the owner will be required upon due notice from the Secretary of the Army, to remove or alter the structural work or obstructions caused thereby without expense to the United States, so as to render navigation reasonably free, easy, and unobstructed; and if, upon the expiration or revocation of this permit, the structure, fill, excavation, or other modification of the watercourse hereby authorized shall not be completed, the owners shall, without expense to the United States, and to such extent and in such time and manner as the Secretary of the Army may require, remove all or any portion of the uncompleted structure or fill and restore to its former condition the navigable capacity of the watercourse. No claim shall be made against the United States on account of any such removal or alteration.

(*g*) That the United States shall in no case be liable for any damage or injury to the structure or work herein authorized which may be caused by or result from future operations undertaken by the Government for the conservation or improvement of navigation, or for other purposes, and no claim or right to compensation shall accrue from any such damage.

(*h*) That if the display of lights and signals on any work hereby authorized is not otherwise provided for by law, such lights and signals as may be prescribed by the U. S. Coast Guard, shall be installed and maintained by and at the expense of the owner.

(*i*) That the permittee shall notify the said district engineer at what time the work will be commenced, and as far in advance of the time of commencement as the said district engineer may specify, and shall also notify him promptly, in writing, of the commencement of work, suspension of work, if for a period of more than one week, resumption of work, and its completion.

(*j*) That if the structure or work herein authorized is not completed on or before the 31st day of December, 1961, this permit, if not previously revoked or specifically extended, shall cease and be null and void.

By authority of the Secretary of the Army:

W. L. WINEGAR
Colonel, Corps of Engineers

By T. W. Ragsdale
T. W. RAGSDALE
Chief, Operations Division

ENG FORM 1 SEP 48 1721 (Civil) This form supersedes ED Form 96, dated 1 Apr 48, which may be used until exhausted.

EM 1165-2-305 U. S. GOVERNMENT PRINTING OFFICE 16—73100-6

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
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KENNETH N. PRITCHETT, MEMBER
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H. E. GLASSER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 13, 1950

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

The Oregon State Highway Commission requests a permit to place embankment in the Columbia River at three points between Cascade Locks and Viento. The location, extent and details of this embankment are shown on the attached drawings. One set of these drawings is linen tracings and three are reproductions therefrom.

The Oregon State Highway Commission is rebuilding the Columbia River Highway in this section by the addition of two lanes of traffic and in doing so propose to move the Union Pacific's railroad onto new alignment of which the proposed embankment will form a part. The State of Oregon and the Union Pacific Railroad Company own all of the property adjacent to the proposed embankment.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. J. Paxson
Assistant State Highway Engineer

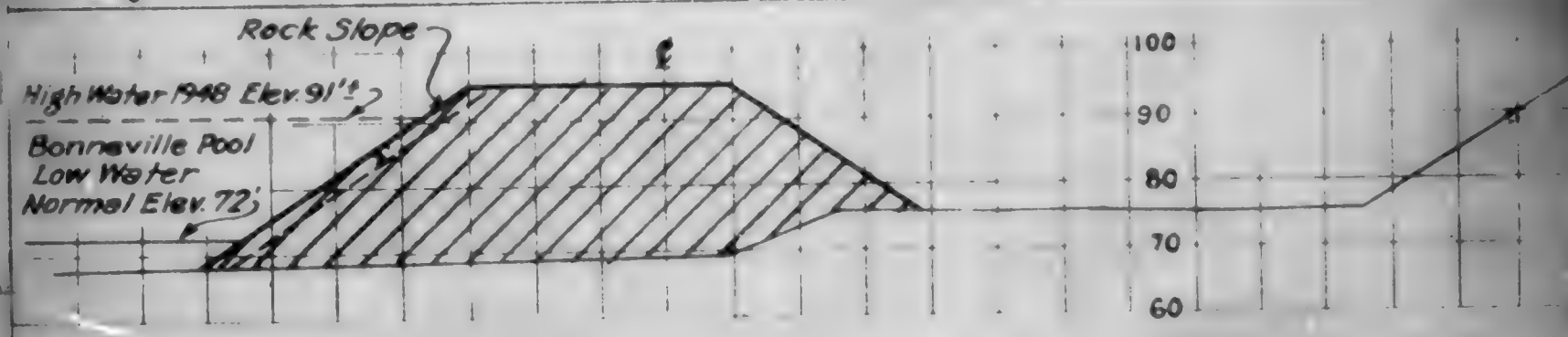
GJP:gm
Attach.

cc Mr. R. M. Brown
District Engineer
Union Pacific Railroad Company

L.W.G.
OCT 17 1950

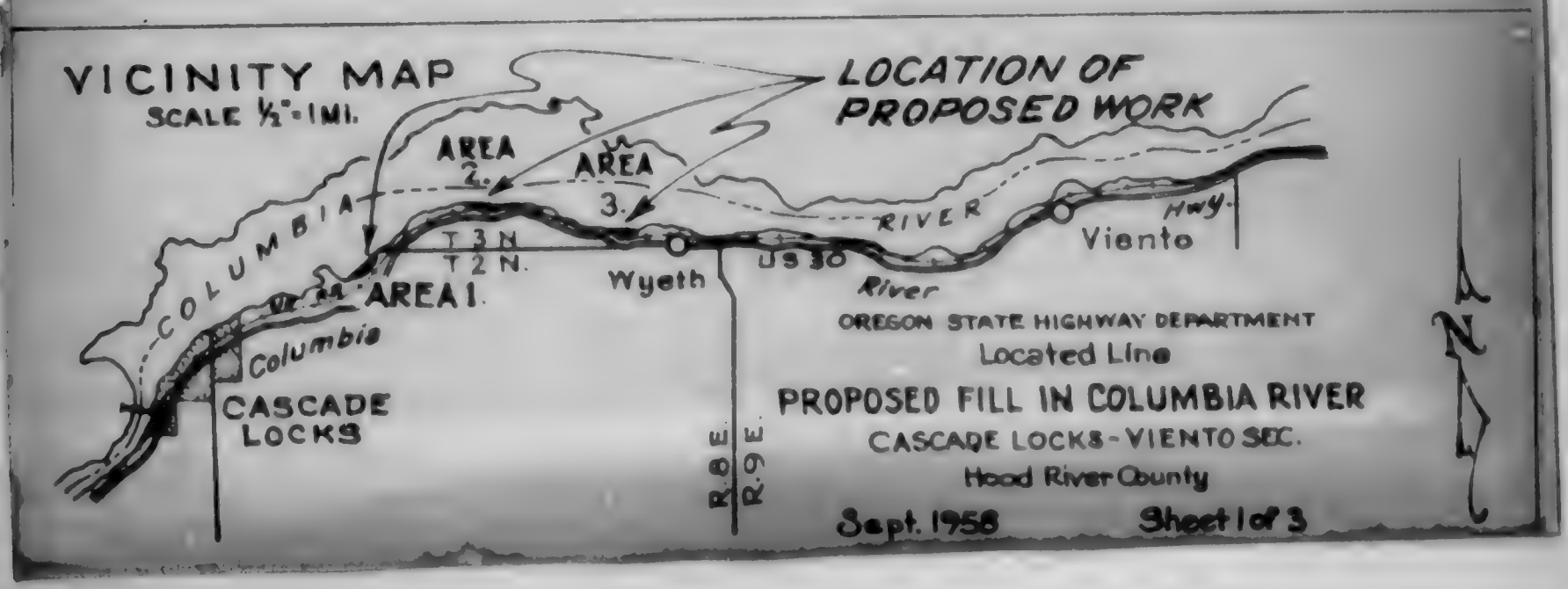
PLAN VIEW AREA 2.

SCALE 1"=400'



CROSS SECTION AT STA. 423+38 (R.R.)

SCALE : 1"=30' HORIZ., 1"=30' VERT.



OREGON STATE HIGHWAY DEPARTMENT

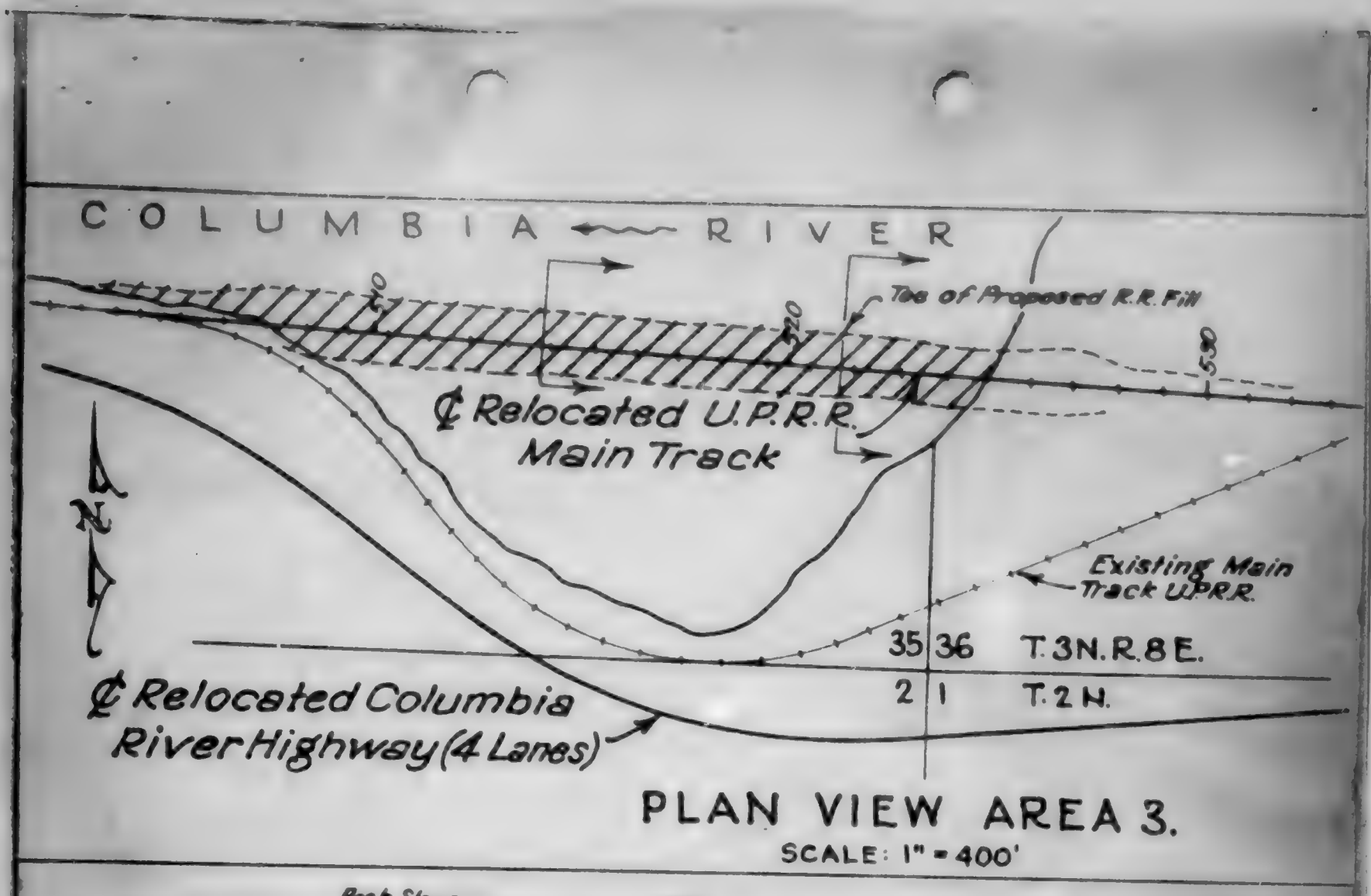
Located Line

PROPOSED FILL IN COLUMBIA RIVER

CASCADE LOCKS - VIENTO SEC.

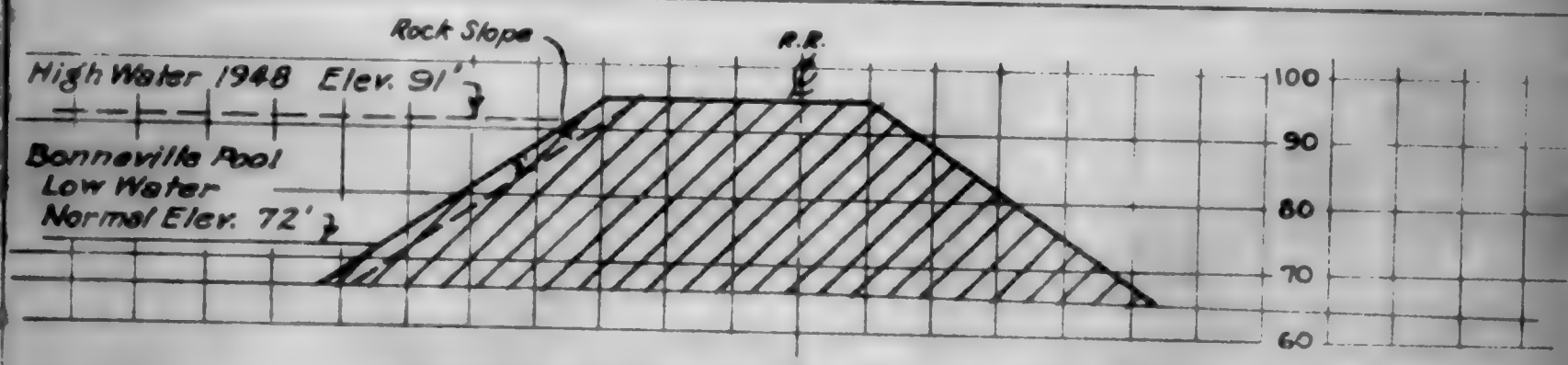
Hood River County

Sept. 1958 Sheet 1 of 3



PLAN VIEW AREA 3.

SCALE: 1" = 400'



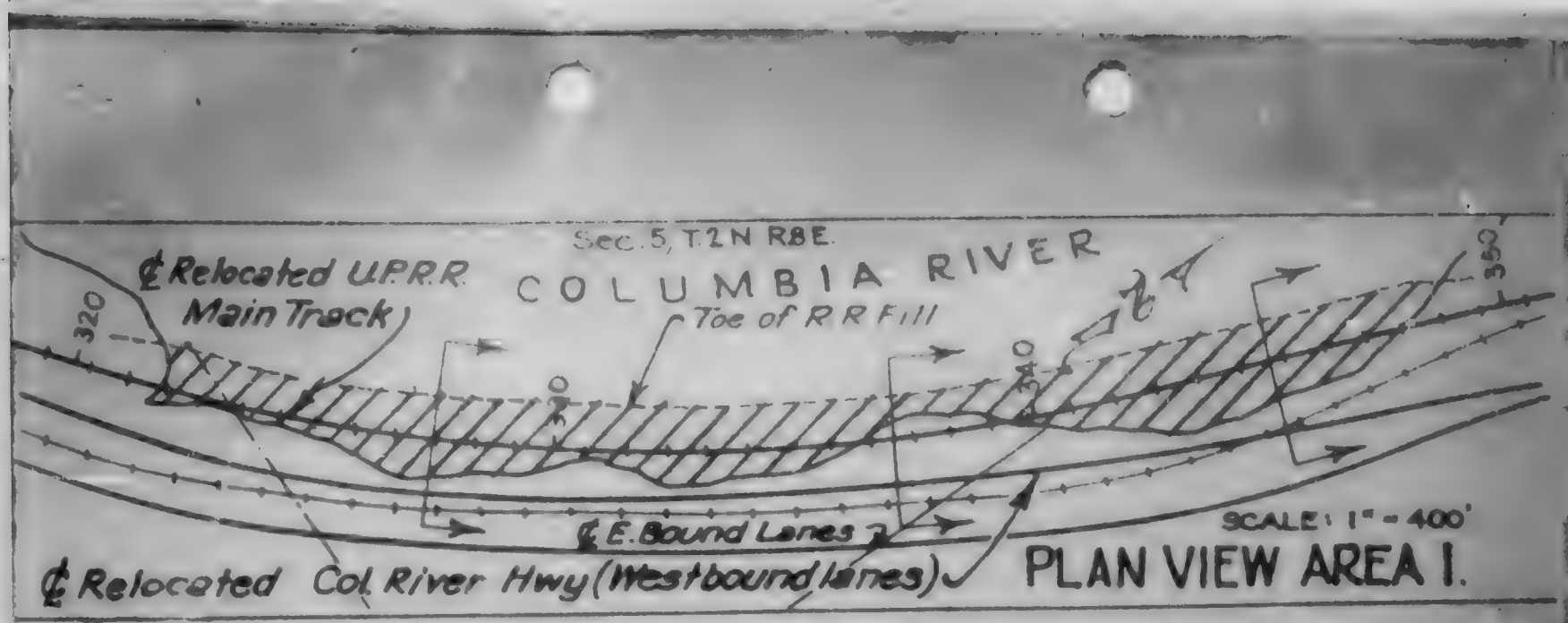
CROSS SECTION AT STA. 521+00 (R.R)

SCALE: 1" = 30' HORIZ., 1" = 30' VERT.

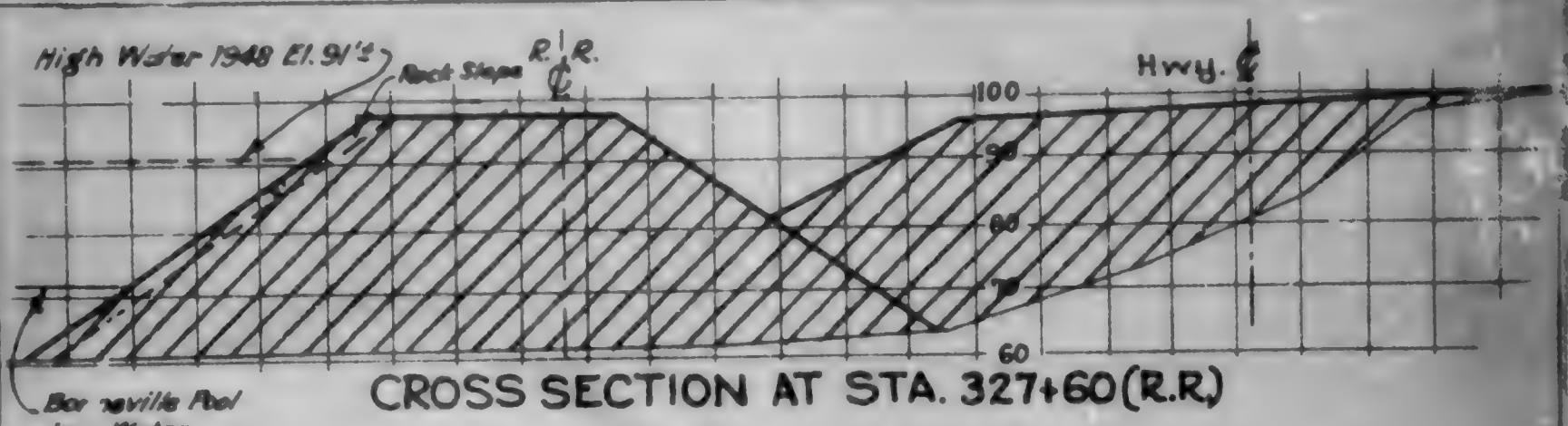
CROSS SECTION AT STA. 513+00 (R.R)

SCALE: 1" = 30' HORIZ., 1" = 30' VERT.

Oregon State Hwy. Dept. CASCADE LOCKS - VIENTO SECTION

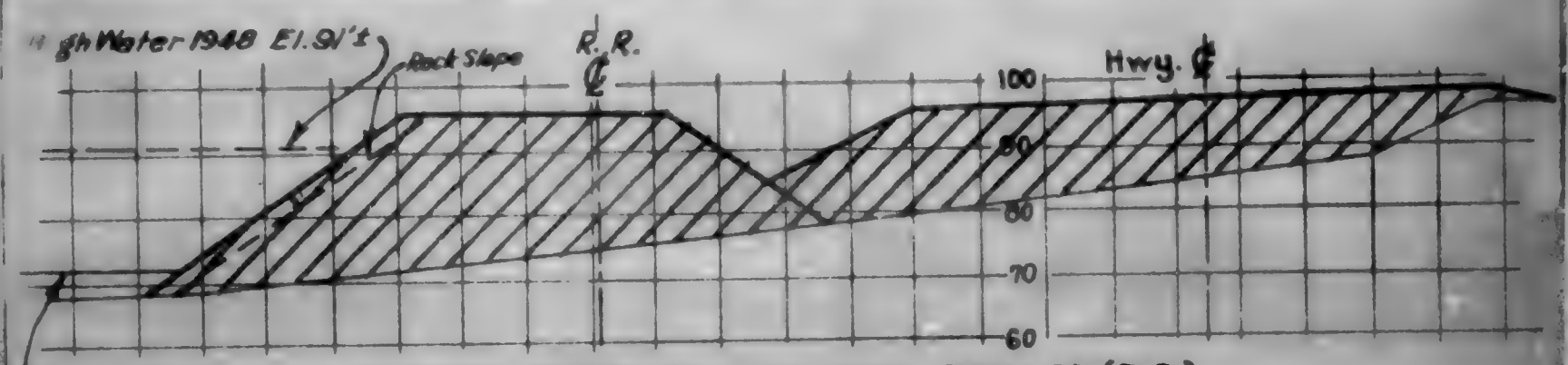

Sec. 5, T 2 N R 8 E.
COLUMBIA RIVER
℄ Relocated U.P.R.R. Main Track
Toe of R R Fill
320
350
℄ E. Bound Lanes
℄ Relocated Col. River Hwy (Westbound lanes)
SCALE: 1" = 400'

PLAN VIEW AREA I.



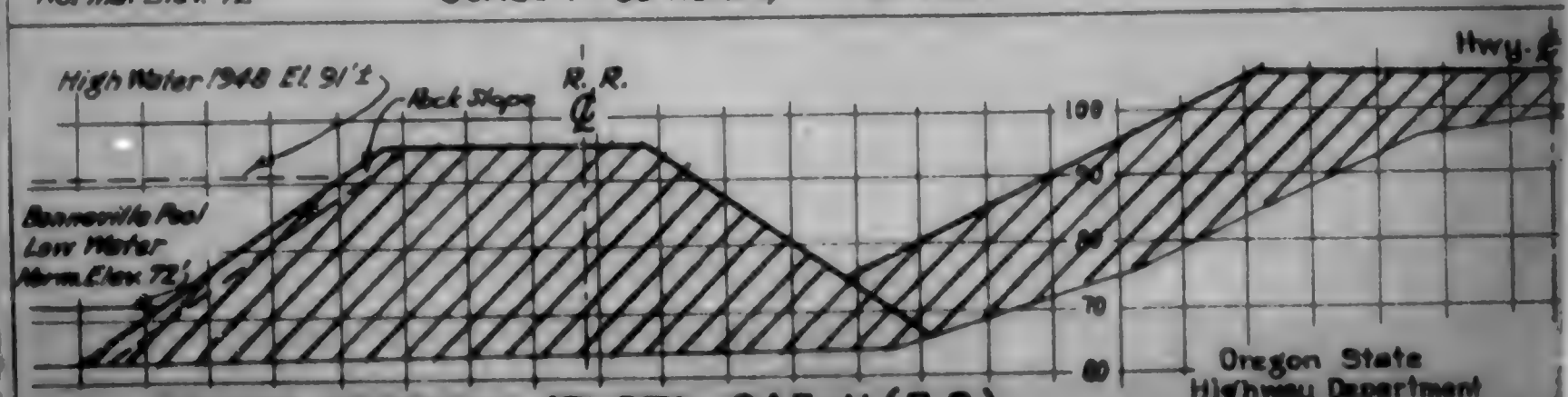
CROSS SECTION AT STA. 327+60 (R.R.)

SCALE: 1" = 30' HORIZ., 1" = 30' VERT.



CROSS SECTION AT STA. 337+07 (R.R.)

SCALE: 1" = 30' HORIZ., 1" = 30' VERT.



CROSS SECTION AT STA. 345+11 (R.R.)

SCALE: 1" = 30' HORIZ., 1" = 30' VERT.

Oregon State Highway Department

CASCADE LOCKS - VIENTO SECTION

Sheet 3 of 3

RECEIVED
JUN 14 1960
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June 14, 1960

Mr. R. M. Brown
District Engineer
Union Pacific Railroad Company
Pittock Block 829
Portland 5, Oregon

Dear Sir:

Yesterday we had considerable discussion about the method of payment and unit of measurement for the hauling of material to construct the railroad embankments on the Cascade Locks-Viento Section.

Under separate cover, I am sending you a copy of our "Standard Specifications for Highway Construction", issue of May 1, 1954. On pages 38 and 39, you will find Article 1.4.7, "Haul, Overhaul and Truck Haul". We would propose to use this specification for measurement and payment.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ss

cc to: Mr. W. C. Williams
Mr. Tom Edwards

RECEIVED
JUN 16 1960
FOR FILING
I-90Nr2(1)4.3
In 541

June 15, 1960

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: Cascade Locks-Viento Section
Columbia River Highway
Hood River County

Dear Sir:

The Oregon State Highway Commission requests a permit to place embankment in the Columbia River at two points between Cascade Locks and Viento. Specifically, these points are at Lindsey Creek and Viento. The location, extent and details of this embankment are shown on the attached drawings. One set of these drawings is a transparency and three are reproductions therefrom.

The Oregon State Highway Commission is rebuilding the Columbia River Highway in this section by the addition of two traffic lanes and in doing so, proposes to move the Union Pacific railroad onto a new alignment, of which the proposed embankment will form a part. The State of Oregon and the Union Pacific Railroad Company own or will own all of the property occupied by the proposed embankment.

Very truly yours,

W. C. Williams
State Highway Engineer

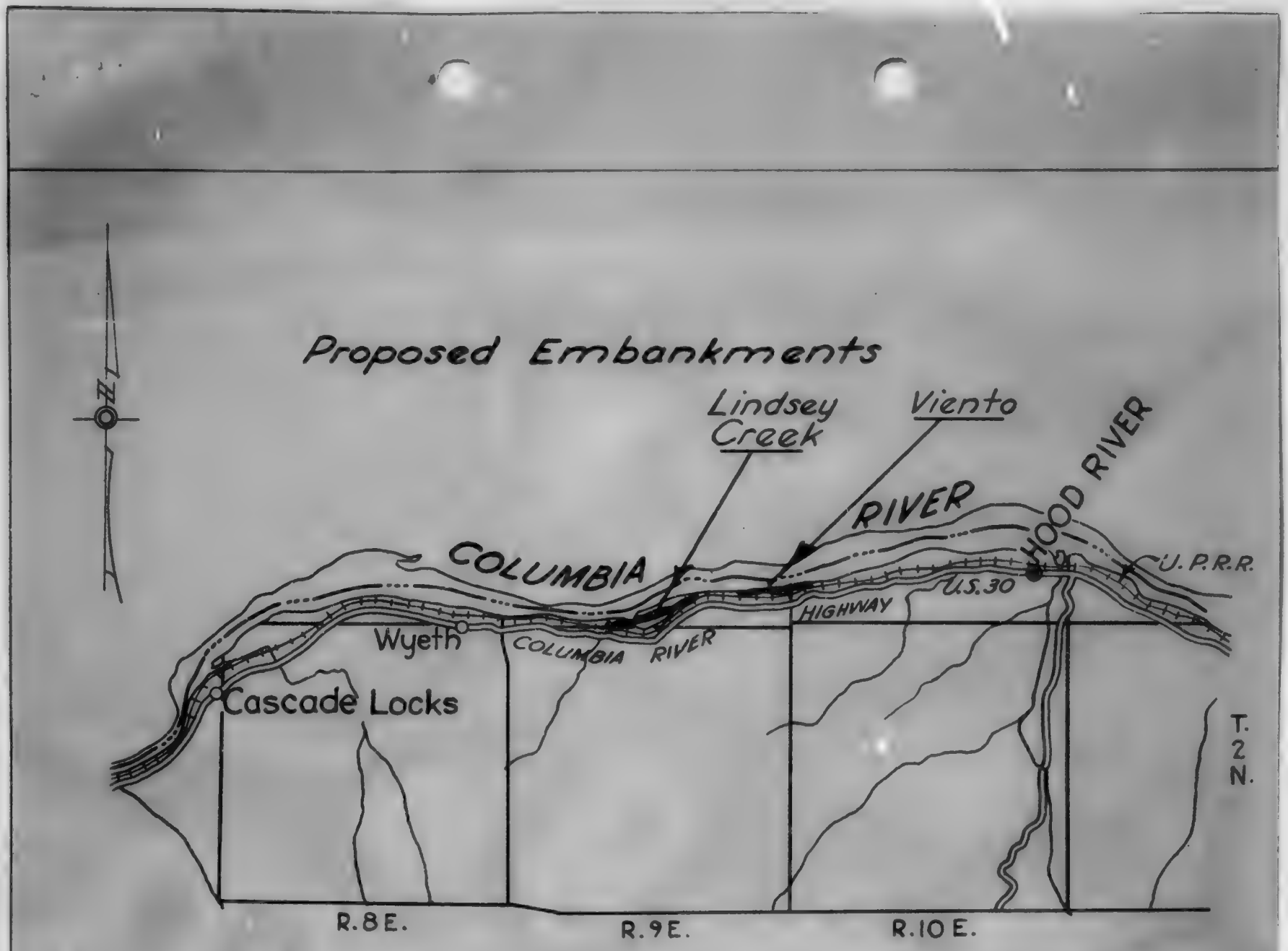
By

C. S. Paxson
Assistant State Highway Engineer

Attach.

cc to: Mr. R. M. Brown
Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. E. Johnson

GSP:ae



OREGON STATE HIGHWAY DEPARTMENT
LOCATED LINE

PROPOSED EMBANKMENTS IN COLUMBIA RIVER FOR U.P.R.R.Co.

CASCADE LOCKS – HOOD RIVER SECTION

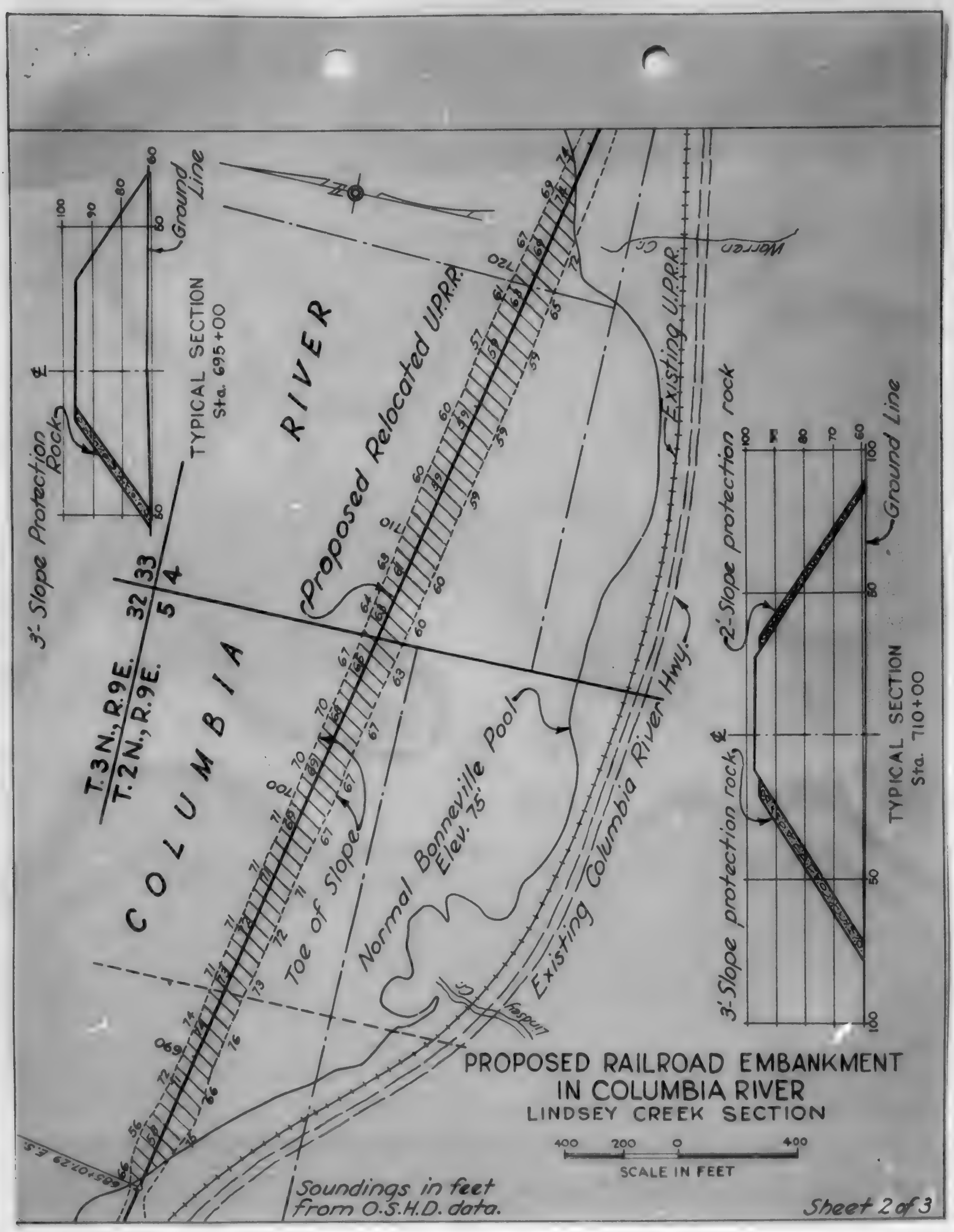
HOOD RIVER COUNTY
OREGON

JUNE 1960

Scale of Miles
0 1 2 3 4

Sheet 1 of 3

PROPOSED RAILROAD EMBANKMENT IN COLUMBIA RIVER
LINDSEY CREEK SECTION



COLUMBIA RIVER

Proposed Relocated U.P.R.R.

Toe of Slope

Toe of Slope

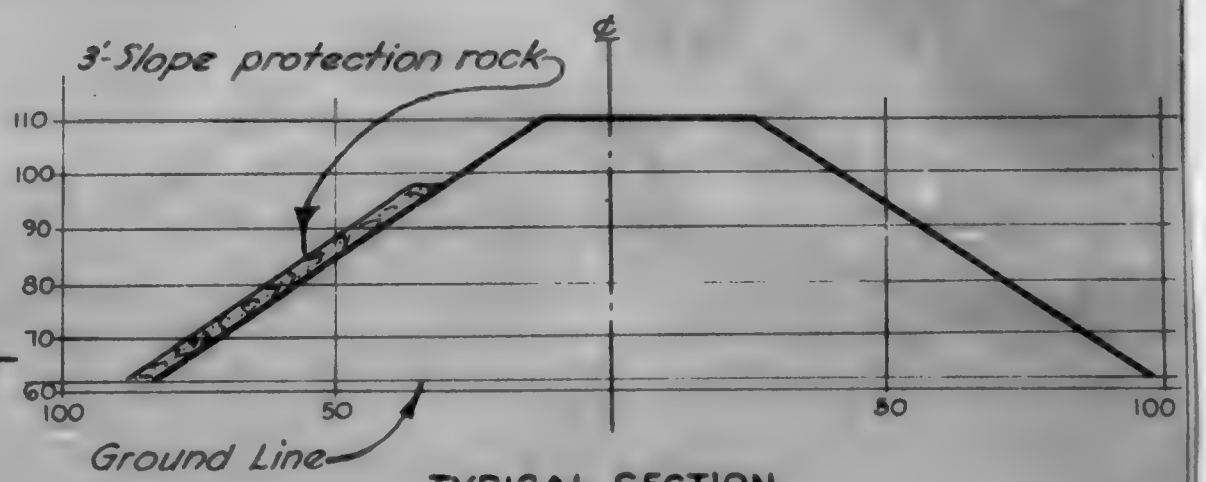
Normal Bonneville Pool
Elev. 75'

Viento Cr.

Existing U.P.R.R.

Existing Columbia River Highway

T.3N., R.9E. Sec.34
T. 2N., R.9E. Sec. 3



TYPICAL SECTION
Sta. 814+00

PROPOSED RAILROAD EMBANKMENT IN COLUMBIA RIVER
VIENTO SECTION

400 200 0 400
SCALE IN FEET

Soundings in feet from O.S.H.D. data.

Sheet 3 of 3

FORM E-123-[illegible] 75M

RECEIVED
JUN 16 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
KENNETH N. FRIDLEY, MEMBER, WASCO
GLENN L. JACKSON, MEMBER, MEDFORD
FLOYD QUERY, SECRETARY, SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUN 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER

June 14, 1960

Mr. D. J. Callahan
Manager of Properties
Union Pacific Railroad Company
Pittock Block
Portland 5, Oregon

File 24567--Right of Way--UPRR & UPRR
Cascade Locks-Viento Section
Columbia River Highway

Dear Mr. Callahan:

Enclosed you will find a drawing prepared for the railroad's use in making application for the relocated alignment of the railroad through Lot 3 and the NW¼SE¼, Section 5, T. 2 N., R. 8 E., W.M., Hood River County, Oregon. This drawing is identified as State Highway Drawing 90-15-15, on which State Highway Engineer W. C. Williams has signed the survey certificate, with his signature properly acknowledged on June 14, 1960.

The property is now under the control of the United States Forest Service, but it is our understanding that your application is to be made to the Bureau of Land Management, which in turn will clear the transaction with the different branches of the United States Government. The State Highway Commission has already secured a permit from the army engineers for the fill across the river, or what is known as Bonneville Lake, so no doubt this can be considered as at least an indirect consent from the army engineers, in regard to the Bonneville Power Administration flowage easement.

We understand that this subdivision may be within a power site withdrawal; also, it is under a permit to C. T. Smith (Stevenson, Washington) as part of a ten-acre storage area for pending logs. This permit is on a year-to-year basis as of June 25. We are making a formal request to the Forest Service to exclude such area as is needed for the railroad right of way from future extensions of this permit to Smith.

The latter part of May the Highway Department, as well as the Forest Service and perhaps your office, checked with the Bureau of Land Management as to the original right of way on this section of the railroad. The Bureau of Land Management records show that a 200-foot right of way was set aside on a rather indefinite line, under the Act of March 3, 1875 (Chapter 152). This right of way is shown on BLM tracing No. 1881/57629, No. 9, File OWRAN (Old Roseburg District). It is our understanding from the Bureau of Land Management that they would consider your application as in reality an exchange of right of way.

The State is applying to the Bureau of Land Management for right of way for highway construction under the provisions of Section 317, Public Law 85-767 (72 Stat. 916), approved August 27, 1958. Perhaps other sections of this law would be applicable for the railroad's application, if the 1875 act or other acts are not applicable in this case. We are assured, however, that the railroad's application will be considered and approved without any difficulty. The State wishes to award a contract for this work about September, 1960, so anything you can do to speed this application on its way will be appreciated.

Yours very truly,

NOTED
G. S. PAXSON

Earl F. Saling
Right of Way Office Mgr.

STATE OF OREGON)
) ss.
County of Marion)

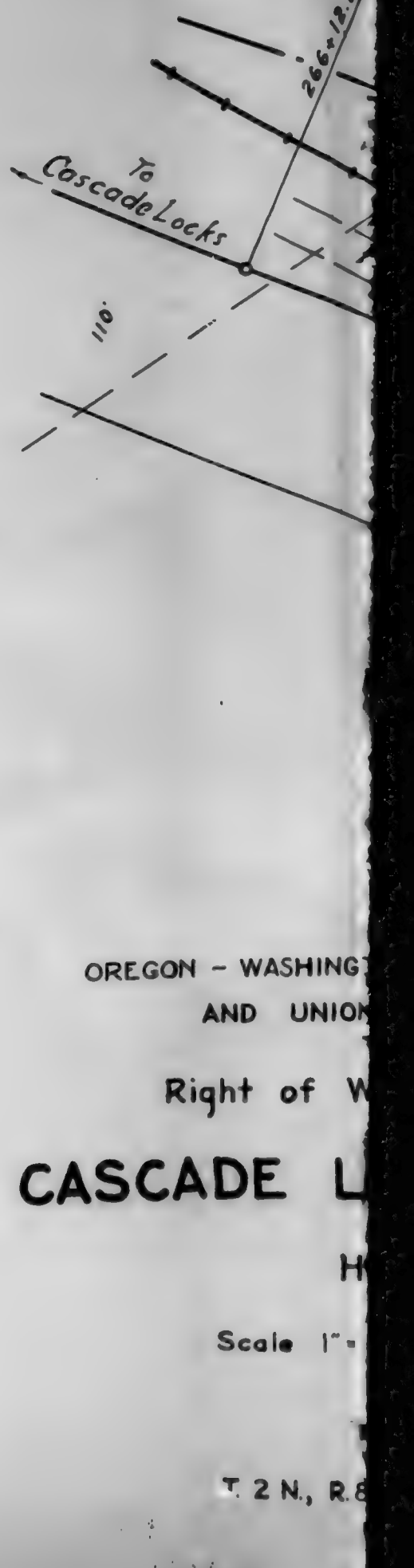
I, W. C. Williams, being duly sworn, state that I am the chief engineer for the Oregon State Highway Commission; that the survey of the railroad right of way from Railroad Station 305+10.54 to Station 361+50.09, a distance of 1.064 miles, was made under my direction as chief engineer for the Oregon State Highway Commission and under its authority, commencing in November, 1956, and ending in April, 1958; that a portion of such survey is accurately represented on this map; and that, in order to construct the Columbia River Highway on Federal interstate route standards, it was necessary to relocate this portion of the railroad lines adjacent to the highway.

OREGON STATE HIGHWAY COMMISSION

By _____
W. C. Williams, Chief Engineer

Sworn and subscribed to before me this 14th day of June, 1960.

_____
Notary Public for Oregon
My Commission expires: April 19, 1961



OREGON - WASHING
AND UNION

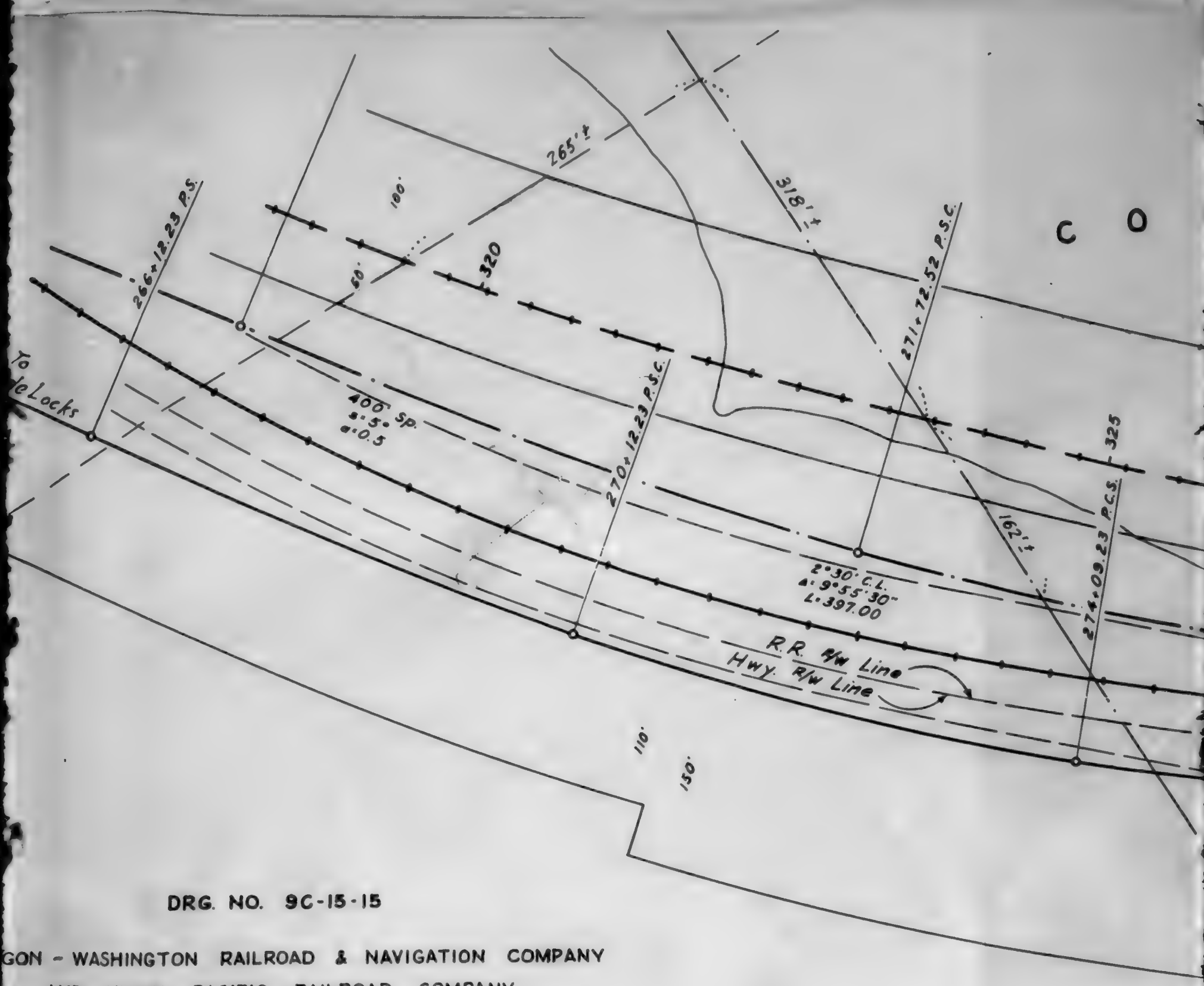
Right of W

CASCADE L

H

Scale 1" =

T. 2 N., R. 8



DRG. NO. 9C-15-15

GON - WASHINGTON RAILROAD & NAVIGATION COMPANY
AND UNION PACIFIC RAILROAD COMPANY

Right of Way thru U. S. Forest Land

CADE LOCKS - VIENTO SECTION

HOOD RIVER COUNTY

Scale 1" = 100' June, 1960

U.S FOREST LANDS

T. 2 N., R. 8 E., W.M., Sec. 5, Lot 3 & NE¼SE¼

T. 2 N., R. 8 E.; W. M.

R.R. Rev.
TA: 49°33'53"
Tan. W: 2062.86'
Tan. E: 2098.54'
I: 24°30' C.L.
A: 4°14'04.5"
L: 2927.90'

O L U M B I A R I V E R

275+47.20 P.C.S.

277+22.28 P.S.C.

325

274+09.23 P.C.S.

276+09.23 P.S.C. = EQUATION
276+09.12 P.S.C.

330

100'

50'

Special use permit R/W 12134 Amend. #7

Relocated Hwy.

Existing R.R.

200' Sp.
s: 3°12'
a: 0.9

Orig. R.R. R/w Line

Existing Hwy.

COLUMBIA RIVER HIGHWAY U S 3

Special use permit
R/W 12134

Existing Hwy. R/w Line

O U N T H O O D N A T I O N A

U.S. Government
NE¼SE¼

U.S. Government
Lot 3

SEC. 5
SEC. 4

R

R.R. Rev.
2 Chord Sp.
s:0°44'51"

337+98.44 E.M.C.

338+58.44 B.M.C.

R.R. R/w Line

Relocated R.R. 335

R. R. R/w Line

Hwy. R/w Line

Orig. R.R. R/w Line

R.R. R/w Line

Hwy. R/w Line

208+34.12 P.C.S.

115'±

100'

50'

150'

To Viento

U S 30

O N A L

F O R E S T

RECEIVED
JUN 13 1960
FOR FILING

June 10, 1960

Mr. R. H. Brown
District Engineer
Union Pacific Railroad Company
829 Pittock Block
Portland 5, Oregon

Dear Sir:

I am delivering to you today two sets of the maps covering the proposed railroad line changes and encroachments upon Railroad right of way in the area between Cascade Locks and Viento. These sets are in four rolls each. Roll 1 is entitled Cascade Locks-Viento Section, Part 1 of 3 Parts, dated August 1949, and is our Drawing 6B-35-5. This roll covers the Ranger Slide Location. Roll 2 is entitled Cascade Locks-Viento Section, Part 2 of 3 Parts, dated August 1949, and is our Drawing 6B-35-6. This covers the Beacon Rock and Wyeth locations. Roll 3 is entitled Cascade Locks-Viento Section, Part 3 of 3 Parts, dated August 1949, and is our Drawing 6B-35-7. This covers the Lindsey Creek location and part of the Viento location. Roll 4 is entitled Viento-Hood River Section, Part 1 of 2 parts, dated Agust 1949, and is our Drawing 6B-32-8. This covers the remainder of the Viento location.

On these maps we have shown outlined in orange the portions of the existing Railroad right of way which are to be transferred to the State, and outlined in yellow are those areas which the State is to purchase and deliver to the Railroad Company. On these maps also are shown several areas outlined in green where encroachments upon existing Railroad right of way are not to be transferred to the State and upon new right of way which the State is to purchase and turn over to the Railroad Company.

I am also delivering descriptions of the property which the Railroad is to deliver to the State and the property which the State is to purchase and deed to the Railroad Company. Under date of June 2, 1960, Mr. D. E. Woehring, Assistant Right of Way Engineer, mailed to Mr. Callahan, your Manager of Properties, copies of these same maps and of the descriptions of property which the Railroad is to deed to the State.

I am also delivering to you copies of the preliminary title report on property which the State is to purchase and deliver to the Railroad Company. In deeding the property to the Company, however, these areas will be consolidated into approximately 12 parcels.

These descriptions cover all of the necessary property for the railroad relocation other than the property belonging to the U. S. Forest Service at the Ranger Slide location. We will make up the necessary maps and applications to be presented by your company to the Forest Service covering the acquisition of right of way across its property.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Pannon
Assistant State Highway Engineer

GSP:ms

cc to: Mr. G. H. Baker

Mr. W. C. Williams

RECEIVED
JUN - 6 1960
FOR FILING
I. SUN. 3(a)(3)

June 3, 1960

Mr. R. M. Broom
District Engineer
Union Pacific Railroad Company
829 Pittock Block
Portland, Oregon

Dear Sir:

At the conference which we held with you and Mr. Bunjer some time ago, it was agreed that we would prepare the necessary drawings with which you could make application to the District Engineer, U.S.E.D., for a permit authorising the construction of the railroad embankment at the Bonneville Pool between Cascade Locks and Viento. I am enclosing herewith transparencies and four sheets of prints. The rules of the U.S.E.D. require the transmission of a transparency and three sets of prints. The other set is for your files.

The form of application is described in a pamphlet issued by the U.S.E.D. under date of July 1949 entitled "Permits for Work in Navigable Waters". In case you do not have this pamphlet, the following is a suggested draft along the usual lines:

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland, Oregon

Dear Sir:

The Union Pacific Railroad Company requests a permit for the construction of embankments to carry its tracks which are to be built as shown on the attached plans, said plans consisting of six sheets. The location is at five different points

along the Columbia River from the Ranger Station east of Cascade Locks easterly to Viento. The proposed embankments are all within the area of the Bonneville Pool and above the low water line as it existed prior to the construction of the Bonneville Dam.

Since these negotiations have been with you and Mr. Bunjer, I am sending this to you rather than through the Division Office as would normally be the case.

Very truly yours,

W. C. Williams
State Highway Engineer

By

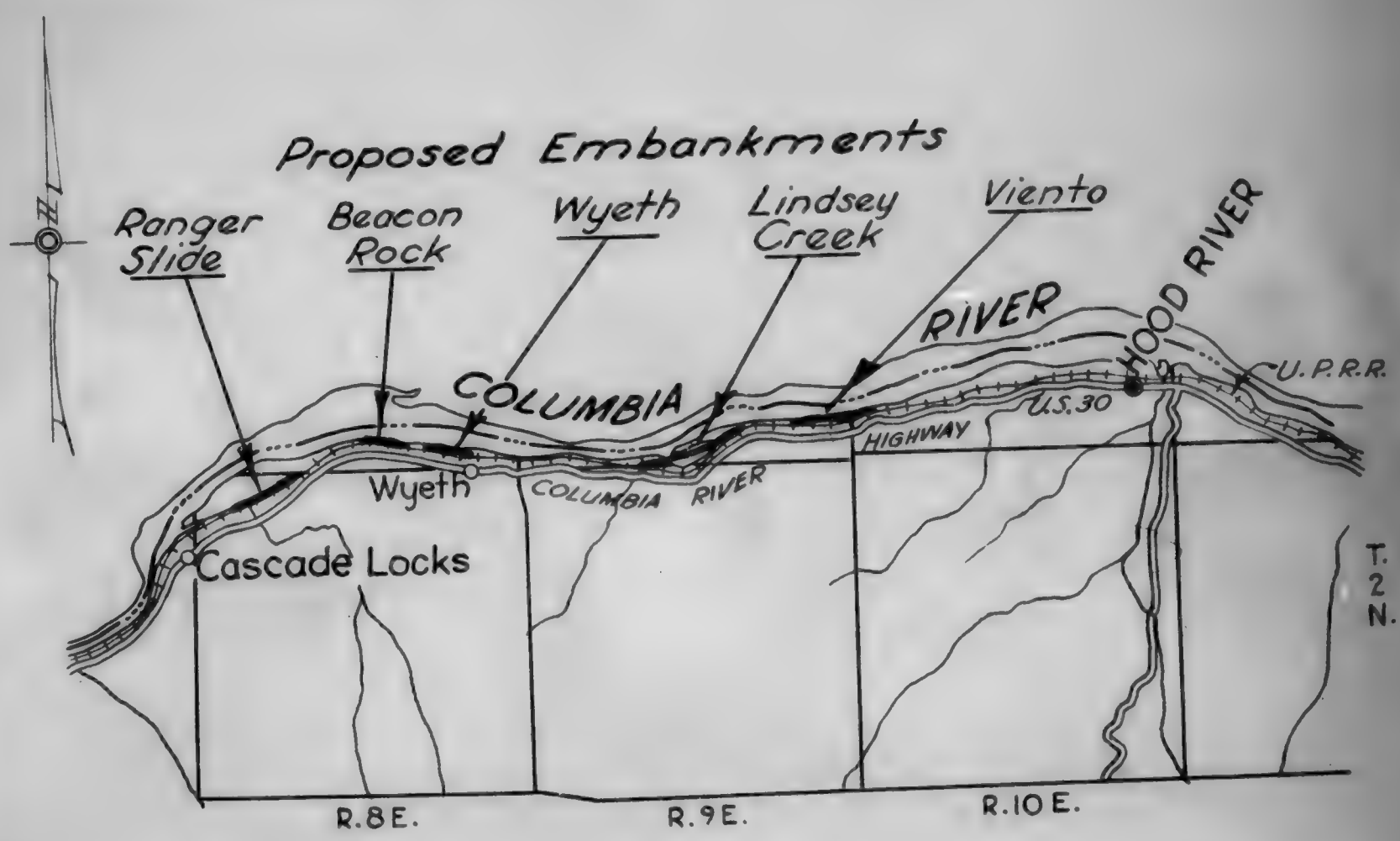
C. S. Paxson
Assistant State Highway Engineer

Enclosures

cc to: Mr. J. A. Bunjer
Mr. W. C. Williams

CSP:as

File Copy



PROPOSED EMBANKMENTS IN COLUMBIA RIVER FOR U.P.R.R.Co.

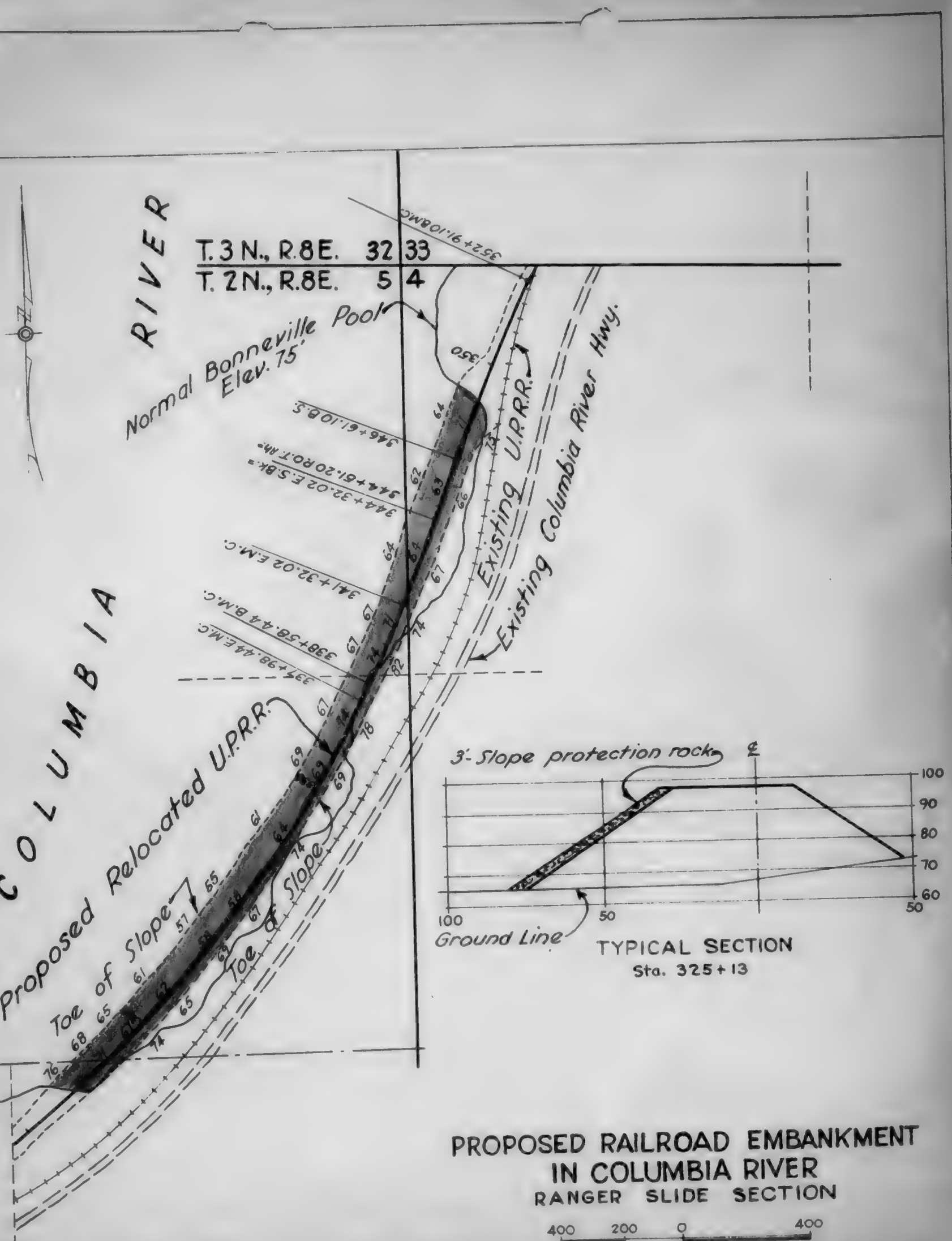
CASCADE LOCKS – HOOD RIVER SECTION

HOOD RIVER COUNTY
OREGON

MAY 1960

Scale of Miles
0 1 2 3 4

Sheet 1 of 6

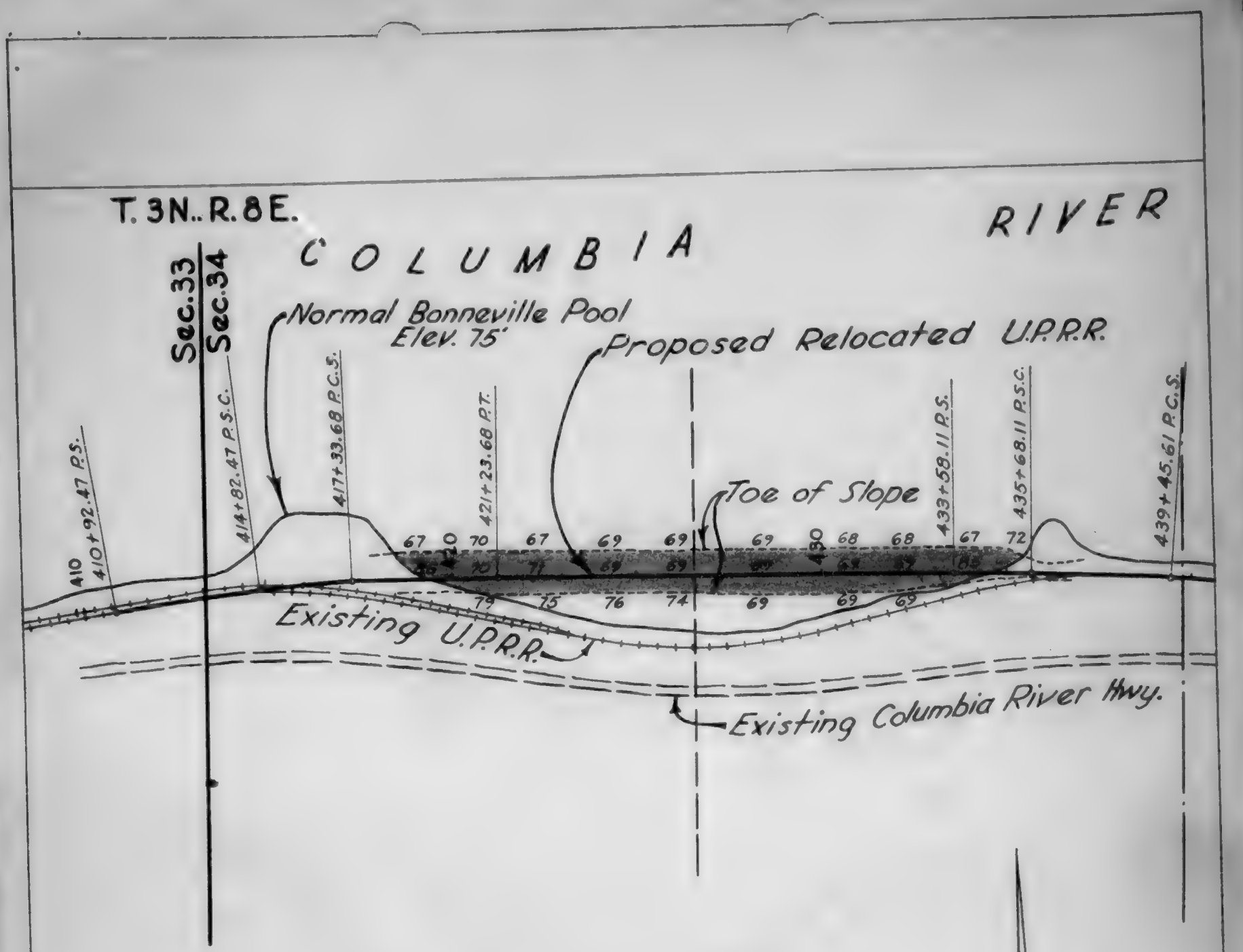


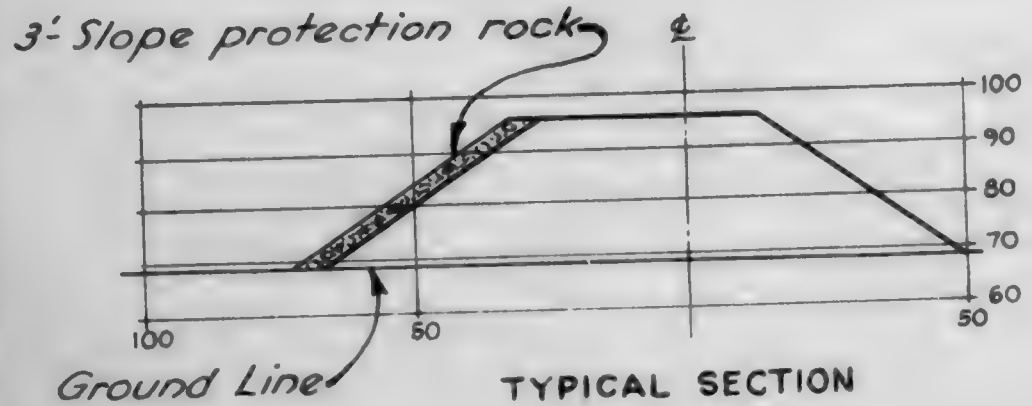
TYPICAL SECTION
Sta. 325+13

PROPOSED RAILROAD EMBANKMENT IN COLUMBIA RIVER
RANGER SLIDE SECTION

400 200 0 400
SCALE IN FEET

Soundings in feet from O.S.H.D. data.



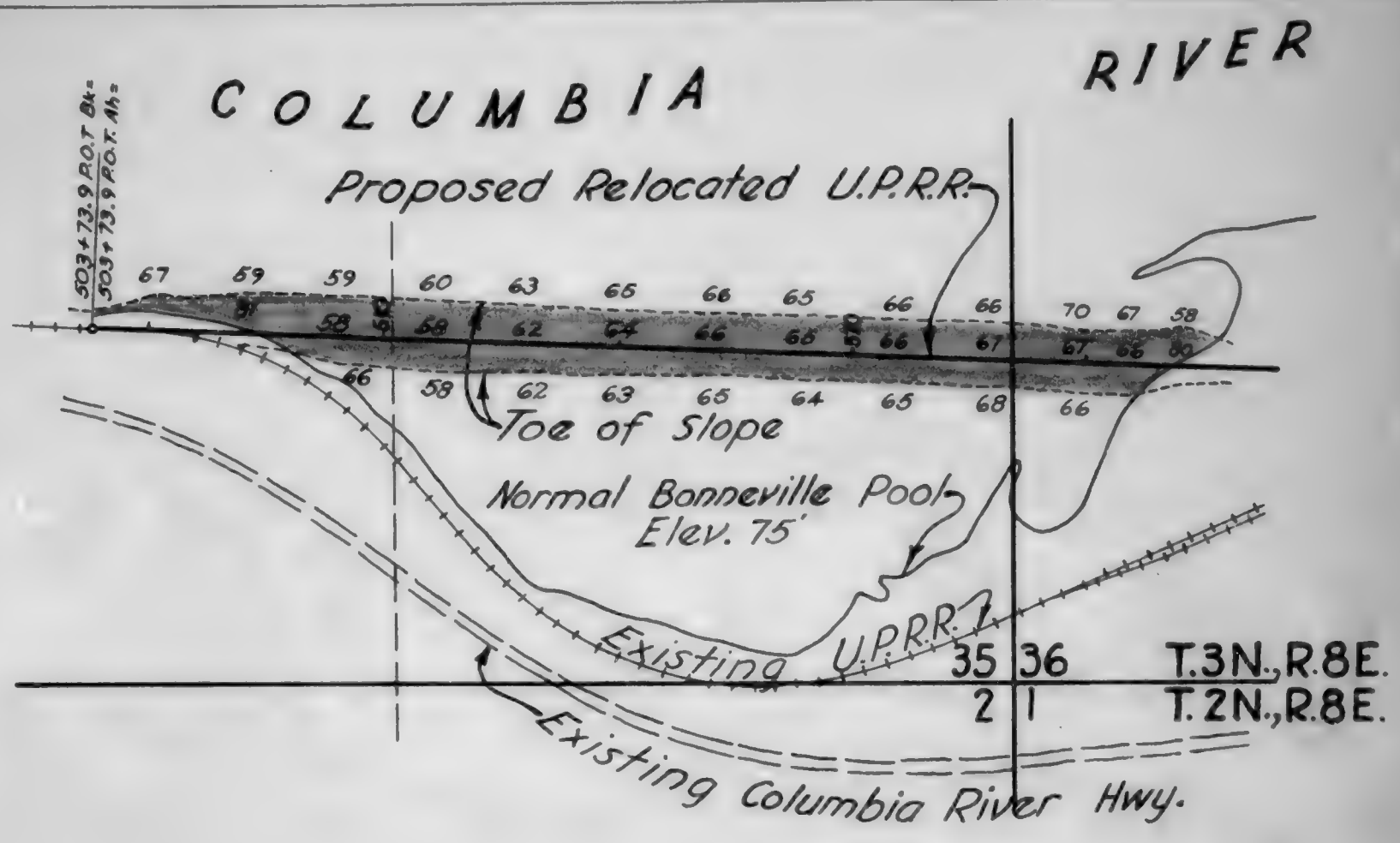


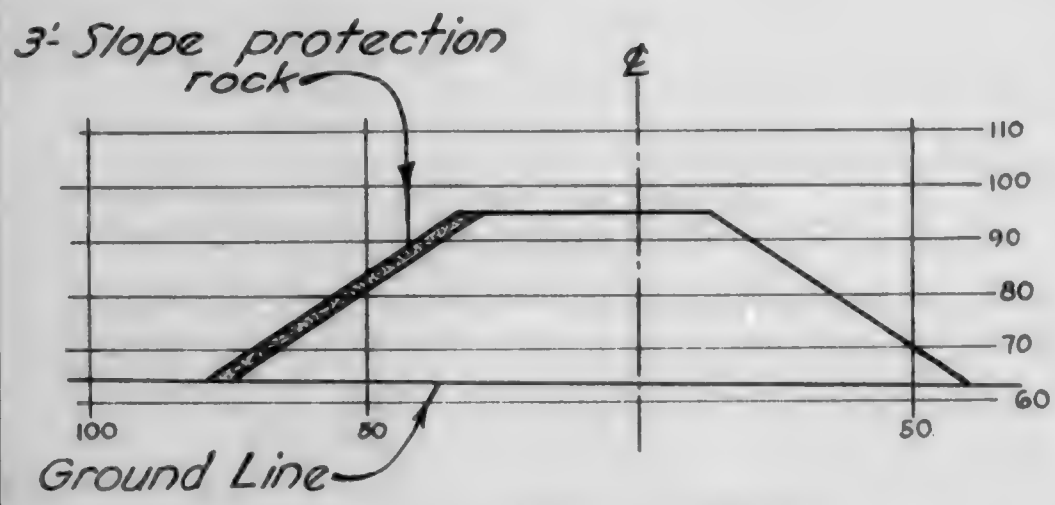
TYPICAL SECTION
Sta. 427+02

PROPOSED RAILROAD EMBANKMENT IN COLUMBIA RIVER
BEACON ROCK SECTION

400 200 0 400
SCALE IN FEET

Soundings in feet from O.S.H.D. data.


COLUMBIA RIVER
Proposed Relocated U.P.R.R.
503+73.9 P.O.T. Bk=
503+73.9 P.O.T. Ah=
67 59 59 60 63 66 66 65 66 66 70 67 58
58 58 62 64 66 66 66 67 67 65 60
66 58 62 63 65 64 65 68 66
Toe of Slope
Normal Bonneville Pool
Elev. 75'
Existing U.P.R.R.
35 36 T.3N., R.8E.
2 1 T.2N., R.8E.
Existing Columbia River Hwy.



TYPICAL SECTION
Sta. 515 + 00

PROPOSED RAILROAD EMBANKMENT IN COLUMBIA RIVER
WYETH SECTION

400 200 0 400
SCALE IN FEET

Soundings in feet from O.S.H.D. data.

PROPOSED RAILROAD EMBANKMENT IN COLUMBIA RIVER
LINDSEY CREEK SECTION

Sheet 5 of 6

SCALE IN FEET
400 200 0 400

Soundings in feet
From O.S.H.D. data.

TYPICAL SECTION
Sta. 710+00

Ground Line

2:1 Slope protection rock

3:1 Slope protection rock

℄

100 90 80 70 60

50 50 100

Existing Columbia River Hwy.

Existing U.P.R.R.

Warren Co.

Lindsey Cr.

Normal Bonneville Pool Elev. 75

Proposed Relocated U.P.R.R.

Toe of Slope

COLUMBIA RIVER

T.3N., R.9E. 32 33
T.2N., R.9E. 5 4

695+07.29 E.S.

TYPICAL SECTION
Sta. 695+00

Ground Line

3:1 Slope Protection Rock

℄

60 80 90 100

COLUMBIA RIVER

Proposed Relocated U.P.R.R.
Toe of Slope

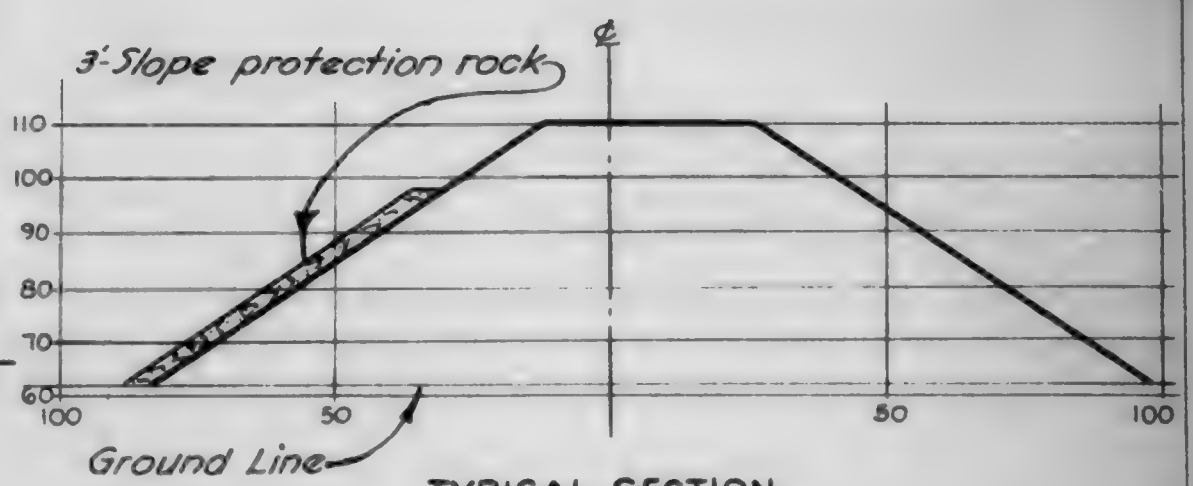
Normal Bonneville Pool
Elev. 75'

Viento Cr.

Existing U.P.R.R.

Existing Columbia River Highway

T.3N., R.9E. Sec.34
T. 2N., R.9E. Sec. 3



TYPICAL SECTION
Sta. 814+00

PROPOSED RAILROAD EMBANKMENT IN COLUMBIA RIVER
VIENTO SECTION

400 200 0 400
SCALE IN FEET

Soundings in feet from O.S.H.D. data.

RECEIVED
JUN - 3 1960
FOR FILING

Const
SW
Cole Hatfield signed

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1960

Viento

To: Mr. G. S. Paxson
Assistant State Highway
Engineer

Office

SUBJECT: File No. 24567 - O. W. R. and
N. Company
East Cascade Locks-Wyeth Section
Columbia River Highway
Hood River County

Submitted herewith are four maps in quadruplicate covering the area between Cascade Locks and Viento. The orange color areas on the maps are property to be acquired from the Railroad Company in fee. The green colored areas are for slope easements.

Attached, also, is a copy of a letter sent to Mr. Callahan, Property Manager for the Railroad Company.

After transmitting the necessary maps to the Railroad Company, we will undertake any appraisal that you feel necessary.

I would imagine that the Railroad Company would be satisfied with a trade of their old right of way for the new parcels to be acquired to accommodate their re-alignment of tracks.

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:mr
Attachments

NOTED

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 2, 1960

Mr. D. J. Callahan
Manager of Properties
Union Pacific Railroad Company
Pittock Block
Portland 5, Oregon

Re: File No. 24567 - O. W. R. and N. Company
East Cascade Locks-Wyeth Section
Columbia River Highway
Hood River County

Dear Mr. Callahan:

I am transmitting to you, under separate cover, four maps and descriptions of 18 parcels of right of way covering intermittent areas between Cascade Locks and Viento. Parcels 1 through 12 are fee takings, parcels 13, 14, 15, 17, and 18 are encroachments for slopes and parcel 16 is a temporary slope easement. The areas in orange color on the maps are considered fee takings and the green color easements or encroachments.

It is my opinion that you will probably want this matter handled through your Operating Section. Like descriptions and maps will be transmitted to your Operating Section by Mr. Parson. After reviewing the maps and descriptions if you are of the opinion that any portion of this can be handled through your office, please advise and we will carry on negotiations with you for the property involved.

This is property needed for the re-construction of the Columbia River Highway in Hood River County. You will note on the right of way maps that a considerable amount of railroad re-location through the area is anticipated.

Very truly yours,

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:mr
Attachments - under separate cover
cc: Mr. C. S. Parson

RECEIVED
MAY 31 1960
FOR FILING

I-10N-2(7)140

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1960

SUBJECT: Union Pacific Railroad
Cascade Locks-Wyeth Section
Columbia River Highway
Hood River County

To: Mr. W. [illegible] Wright
Right of Way Engineer
Office

Attached is an authorization and description for R/W File number 31320 on the subject section.

This property is to be acquired for the railroad relocation and is in the same category as previously submitted Files 28710 Parcel 2, 19973 Parcel 3, 31071 Parcel 3, 31238 and 31239 together with 5 areas presently owned by the State.

The descriptions for sale or transfer of the above properties to the Railroad are set forth as 11 parcels in File 31248 and are shown as the colored areas on the four attached 1" = 400' prints.

Tom Edwards
Construction Engineer

By

D. J. Barbee
Assistant Construction Engineer

FOS:ow

Attach

cc: Mr. G. S. Paxson

RECEIVED
MAY 17 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G.S. PAXSON

RECEIVED
MAY 6 - 1960
FOR FILING

May 6, 1960

Mr. C. H. Baker
Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

In accordance with your letter of April 22 and my conversation with your Mr. Horstman, I am sending you, under separate cover, reproducible prints from the following State Highway plan sheets:

Cascade Locks-Wyeth Section - Sheets 5, 6, 8, 9, 11, 12 and 13
Wyeth-Mitchell Point Section - Sheets 6, 7, 8, 10, 11, 12 and 13

These sheets show the plans and profiles for the proposed railroad track revisions at the five locations between Cascade Locks and Viento, namely, Ranger Slide, Beacon Rock, Wyeth, Lindsey Creek and Viento.

Very truly yours,

W. C. Williams
State Highway Engineer

By Original signed
G. S Paxson

G. S. Paxson
Assistant State Highway Engineer

GSPigs
cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter Wright

FORM E-00 9M 2-00 30170

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 5, 1960

SUBJECT: Railroad Track Revision
Cascade Locks-~~Hood River~~ Viento
Columbia River Highway

To: Mr. G. S. Paxson
Asst. State Highway Engineer
O F F I C E

In line with a request from G. H. Baker, Superintendent of the Union Pacific Railroad, I am attaching sepias showing profiles of the following five railroad relocations: Ranger Slide, Beacon Rock, Wyeth, Lindsay Creek and Viento.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:jk

Attachment

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OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 28 1960
FOR FILING

F: 6044-2(4)

6241

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1960

SUBJECT: File No. L-3304 R-28964
State of Oregon vs. Leif Knutsen, et al
Cascade Locks-Viento Section
Columbia River Highway

To: Floyd Query
Secretary

OFFICE

The transcript of the proceedings of the April 21-22, 1960, State Highway Commission meeting will show that the Chief Counsel presented as an NOA item a settlement of the above-entitled case covering the acquisition of three parcels of land on which a condemnation complaint was filed May 4, 1959. Prior to the filing thereof an offer was made for said property in the amount of $500, and to which an answer was filed on the part of the defendants in the amount of $20,000.

This case was to have come up for trial the day before the Commission meeting, and immediately following the case of State vs. Stanton, which was the condemnation of a portion of the land adjoining the Knutsen property. The jury in that case awarded the defendant $1,000 for land which the Commission had offered only $150. The Chief Counsel also pointed out that the same jury panel in a very recently tried case of State vs. Kendrick awarded the owner $5,930 for that which the Commission had offered $1,175.

The Chief Counsel stated that in view of these two prior cases a settlement of the Knutsen case in the amount of $1,000 was recommended. The Commission authorized a settlement in that amount.

G. E. ROHDE
Assistant Counsel

GER/mab

RECEIVED
APR 27 1960
FOR FILING
I-5(N-2)(4)-
16.41

Salem, Oregon
April 26, 1960

Cascade Locks-Viento
Section of 0830

Mr. Tom Edwards
Mr. Walter T. Wright
Mr. R. L. Porter

A conference was held April 25 in the office of Mr. R. H. Brown, District Engineer, Union Pacific Railroad Company, attended by Paxson and Young for the State and Bunjer, Brown and Hanke for the Union Pacific. Mr. Bunjer stated that all five railroad line changes in the section, namely, Ranger Station, Beacon Rock, Wyeth, Lindsay Creek and Viento, could be handled in the same agreement.

The property transfers are as previously agreed: State to purchase new right of way needed for railroad changes and turn over to Railroad; Railroad to deed to State existing railroad right of way abandoned by line changes; State to prepare maps and descriptions and Railroad to file with Forest Service for right of way across forest land at Ranger Station; State to prepare maps and Railroad to apply for permit to build embankment in Bonneville Pool areas.

Division of cost to be as previously agreed: State to pay all costs at the Ranger Slide location, including embankment, relaying of track and ballast, signal relocation and flagging, and to assume extra maintenance for period of five years; State to load excess material from highway at the other four locations and Railroad to bear all other costs of railroad relocation; State to include in its contracts the placing of all material from highway excavation and all drainage structures through such embankments; the State to place the largest rock material in the outside slope of the embankment; the Railroad will do the grading for that portion of the Wyeth line change lying easterly of the embankment section.

The following approximate schedule of operations was agreed upon subject to completion of right-of-way transfers:

Cascade Locks-Wyeth

1. State to contract for grading of Cascade Locks-Wyeth Section except portions interfering with existing railroad in September 1960. Estimated completion October 1961.

2. Railroad to relay track and other facilities October 1961 to April 1962.

3. State to contract completion of the grading and paving.

Wyeth-Viento

1. State to contract for grading of Wyeth-Viento Section except portions that interfere with existing railroad October 1960. Completion December 1961.

2. Railroad to relay track and replace other facilities January 1962 to June 1962.

State to contract completion of grading and the paving April 1962.

The following estimates of cost to the Railroad were given with the understanding that the estimates were preliminary and subject to change when survey was complete:

Location	Estimate
	All State Cost
Ranger Station	$ 55,000
Deacon Rock	115,000
Wyeth	152,000
Lindsay Creek	
Viento	253,000
Total	$575,000

C. S. Perron
Assistant State Highway Engineer

CSPrae

cc to: Mr. J. A. Bonjer
Mr. R. M. Brown
Mr. G. M. Baker

RECEIVED
APR 21 1960

FOR FILING

I-5 N-2(4)43

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1960

SUBJECT: Cascade Locks-Viento Section,
Columbia River Highway

To: Memo to file:

1202
1535
563
515

A conference was held in Portland with the Union Pacific Railroad Company on Monday, April 18. Messrs. Baysinger, Horstman, Betz, and Callahan of the Union Pacific were present and Mr. DeSouza and I represented the State. This conference, primarily, had to do with the matter of right-of-way transfers on the five locations where it is proposed that the railroad line be moved.

1. It was agreed that the State would immediately have the titles of all properties that it would acquire for transfer to the Railroad Company, examined as to ownership and adequacy of title.

2. We inspected maps of the USED on which is shown the high-water line of the Columbia River prior to the construction of the Bonneville Dam. The USED is furnishing copies of these maps and we will show the position of the proposed railroad right of way with relationship to this high-water line. If none of the right of way extends northerly of this high-water line, it will not be necessary to deal with the State Land Board as to ownership.

3. The Railroad Company will file with the Forest Service on that portion of the right of way which extends across Forest Service property at the Ranger Slide location.

4. The Highway Department will prepare the necessary exhibits for an application to the U. S. Engineers for the construction of the embankment across the area flooded by the Bonneville pool, and the Railroad Company will file the application for permit.

5. The U. S. Engineers have caused to be withdrawn from filing those portions of the Columbia River flood plane which are inundated by the Bonneville pool. They will consent to the transfer of ownership to the Railroad Company subject to their flowage rights.

G. S. Paxson

GSP:gm
cc Mr. W. C. Williams
Mr. Tom Edwards - Mr. Walter Wright

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

April 14, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. G. S. Paxon

Dear Sir:

Reference is made to your letter of March 1st in connection with Cascade Locks - Wyeth section of the Columbia River Highway.

The maps requested in my letter of January 26th have been received, but it is noted the right of way for that portion of the Ranger Slide line change which is Forrest Service land is not colored on your drawing 813-17-7 although the description received with your letter of May 18, 1959 does include this section.

It is my understanding the Railroad must file on this right of way but before they can do so it is necessary for the State to arrange with the Bureau of Land Management for release of this property.

Will you please arrange for this.

Also, it is noted the right of way for the westerly 1950 feet of this Wyeth relocation is not colored on your drawing 8B-17-9 although it is included in your description.

Will you please advise as to this and also advise what portion, if any, of the property required for these relocations lies below the ordinary high water line of the Columbia River in its natural state as requested in my letter of January 26th.

Yours very truly,

G. H. Baker
Superintendent

RECEIVED
APR 15 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 13 1960
FOR FILING
I-80N-219
6-211

April 11, 1960

Mr. G. H. Baker
Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Cascade Locks - Wyeth Sec -

Dear Mr. Baker:

Re: Railroad revisions, Cascade Locks-
Viento Section, Columbia River Hwy.

We have today delivered to Mr. Bayainger maps and cross sections covering the railroad revisions proposed in the section between Cascade Locks and Viento. We have submitted maps and cross sections as follows:

	Maps Drawing No.	Cross Sections Drawing No.
Ranger Slide	8B-17-7	8B-17-7A
Beacon Rock	8B-17-8	8B-17-8B
Wyeth	8B-17-9	8B-17-9C
Limbey	8B-17-10	8B-17-10D
Viento	8B-17-11	8B-17-11E

We are also submitting transparencies of the above maps and cross section drawings so that prints can be made from them. In order to better orient the projects, we also submitted a 1" = 400' map, Drawing No. 7B-30-1, which shows the area covered by each of the five 1" = 100' maps listed above.

Easterly from Viento there are two small encroachments on your right of way which do not involve any railroad change. These are shown on the map, Drawing 8B-17-16 and cross sections are shown on a drawing marked to accompany this map. I believe that these exhibits will give you ample information to make up descriptions for the right-of-way transfers and easements covering the project.

In accordance with our conferences with your office and with Mr. J. A. Bunjer, the railroad change at the Ranger Slide is to be at State expense. The other four railroad changes are to be at the railroad's cost with the exception that the State will excavate and load

the excess material in the highway cut for use in the railroad embankments, the Railroad Company to pay all other costs.

Under date of November 23, 1959, a suggested form of agreement covering the three locations at Bunger Station, Beacon Rock and Wyeth were forwarded to you accompanied by a letter addressed to Mr. R. H. Brown, District Engineer, Union Pacific Railroad Company. The two additional projects, the Lindsey Creek and Vlento, would be handled in the same manner as proposed for the projects at Beacon Rock and Wyeth.

In this connection I would also call your attention to a letter from Mr. J. W. Desouza, Assistant Counsel, Oregon State Highway Department, addressed to Mr. R. H. Brown and dated November 16, 1959, in which attention was called to our wish that the paragraph on 'indemnity' included in the proposed form of agreement sent you on November 23, 1959, be eliminated from the agreement.

Along with the maps and cross sections delivered to Mr. Baysinger today was included a copy of a memorandum recording the conference held with Mr. Bunjer in the fall of 1958. These set forth the basic terms under which the project is to be constructed.

If there is any further information necessary, please contact us.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:go
Encl.

cc Mr. J. A. Bunjer
Mr. R. H. Brown

Mr. W. C. Williams
Mr. Tom Edwards

RECEIVED
MAR 2 1960
FOR FILING
FINAL

March 1, 1960

1202
1535
563
595

Mr. G. H. Baker
Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Cascade Locks-Wyeth Section
Columbia River Highway

Reference is made to your letter of February 26 with regard to maps of the proposed line changes between Cascade Locks and Wyeth. These maps have had to be entirely redrawn to get them on the scale which you require, and it will be a week or ten days before we have completed the redrawing.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Pearson
Assistant State Highway Engineer

CSP:gm

cc Mr. W. C. Williams
Mr. Forrest Cooper

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

February 26, 1960

2528 NO. LARRABEE AVE.
PORTLAND 17, OREGON

File: D 315-2-91

Mr. Forrest Cooper
Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Will you please refer to my letter of January 26th regarding proposed line changes between Cascade Locks and Wyeth, Oregon.

I would appreciate having you advise when we may anticipate receiving the revised drawings.

Yours truly,

G. H. Baker

G. H. Baker
Superintendent

Parsons

NOTED
FORREST COOPER

RECEIVED
MAR - 1 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1 1960

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

January 26, 1960

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

File: D 315-2-91

COPY SENT TO
FORREST COOPER

Mr. Forrest Cooper
Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Will you please refer to Mr. Brown's letter of March 19, 1959, regarding exhibit map to accompany agreement between the State and the Railroad covering proposed line changes between Cascade Locks and Wyeth.

As indicated during the meeting on October 12, 1959, the maps furnished with your letter of May 18, 1959, are not adequate for use with the agreement. For this purpose, we should have one colored print and one transparency showing the easements, property exchanges, present and proposed track alignment, typical sections of both Railroad and Highway where contiguous and sufficient land ties to check the property descriptions.

We have a map dated February, 1958, prepared by Mr. E. S. Hunter showing typical sections indicating 14 feet center to center for the existing main track and the future westbound main and also between existing main track and Wyeth passing track. Your attention is called to the attached Oregon P. U. C. drawing showing these tracks must be 15 feet center to center.

Also attached is a copy of our Common Standard drawings Nos. 1 and 5 showing single and double track roadbed and the typical sections shown on the exhibit map should conform thereto.

Paxson

In connection with the property to be transferred to the Railroad for right of way, the exhibit map should indicate portion, if any, which lies below the ordinary high water line of the Columbia River in

NOTED
G. S. PAXSON

its natural state, as all such property belongs to the State of Oregon and is inalienable except so far as authorized by the State Constitution and laws, and so far as we are aware, there is no State law which would authorize the State to convey any such property to the Railroad in this particular area.

Upon receipt of this information, we will expedite this matter so that the agreement can be completed as rapidly as possible.

Yours truly,

G. H. Baker
Superintendent

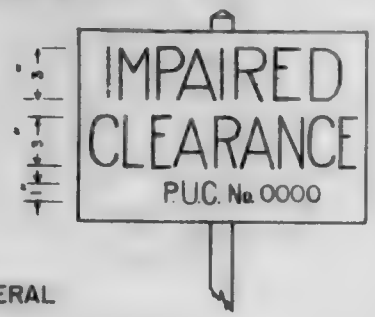
RECEIVED
JAN 28 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 28 1960
STATE HIGHWAY COMMISSION

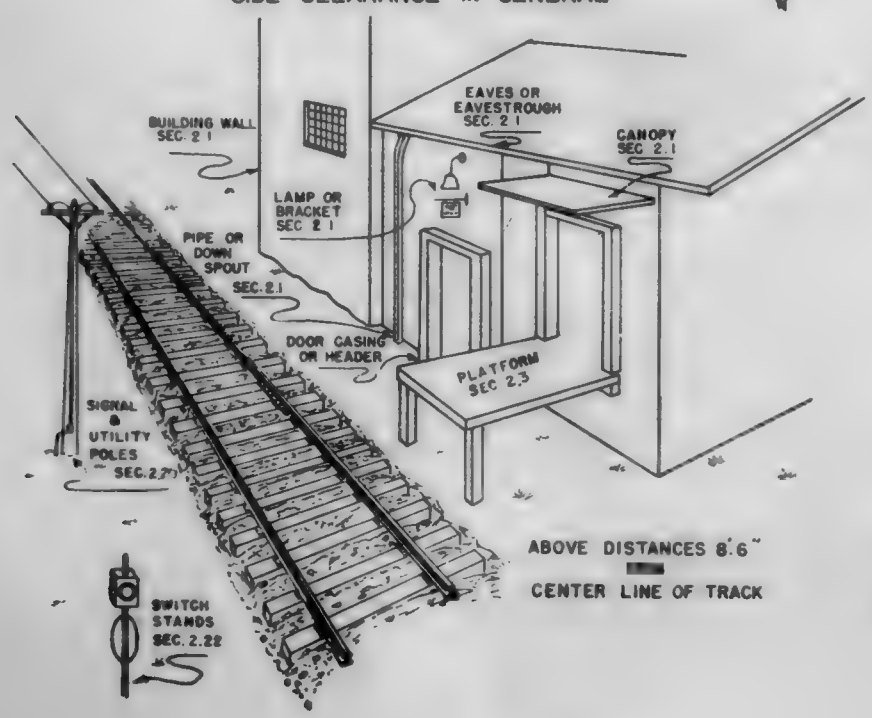
OREGON
MINIMUM STANDARD CLEARANCES
TRACKS & STRUCTURES

PREPARED
IN
OFFICE OF CHIEF ENGINEER
PUBLIC UTILITIES COMMISSIONER
STATE of OREGON

IMPAIRED CLEARANCE
SIGN APPROX 12" X 17"

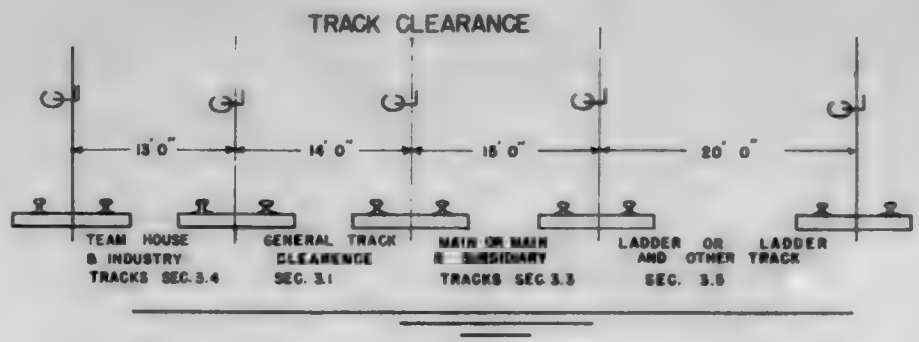


SIDE CLEARANCE IN GENERAL

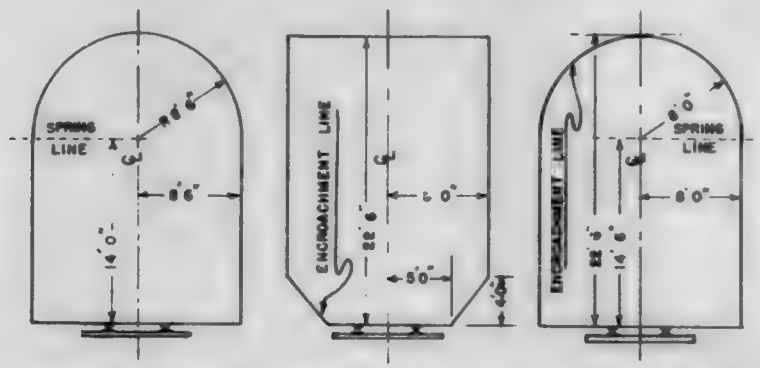

BUILDING WALL SEC. 2.1
EAVES OR EAVESTROUGH SEC. 2.1
CANOPY SEC. 2.1
LAMP OR BRACKET SEC. 2.1
PIPE OR DOWN SPOUT SEC. 2.1
DOOR CASING OR HEADER
PLATFORM SEC. 2.3
SIGNAL & UTILITY POLES SEC. 2.21
SWITCH STANDS SEC. 2.22

ABOVE DISTANCES 8'6"
CENTER LINE OF TRACK

TRACK CLEARANCE



TEAM HOUSE & INDUSTRY TRACKS SEC. 3.4
GENERAL TRACK CLEARANCE SEC. 3.1
MAIN OR MAIN & SUBSIDIARY TRACKS SEC. 3.3
LADDER AND OTHER TRACK SEC. 3.5 OR LADDER



OVERHEAD CLEARANCES IN GENERAL SEC 1.1

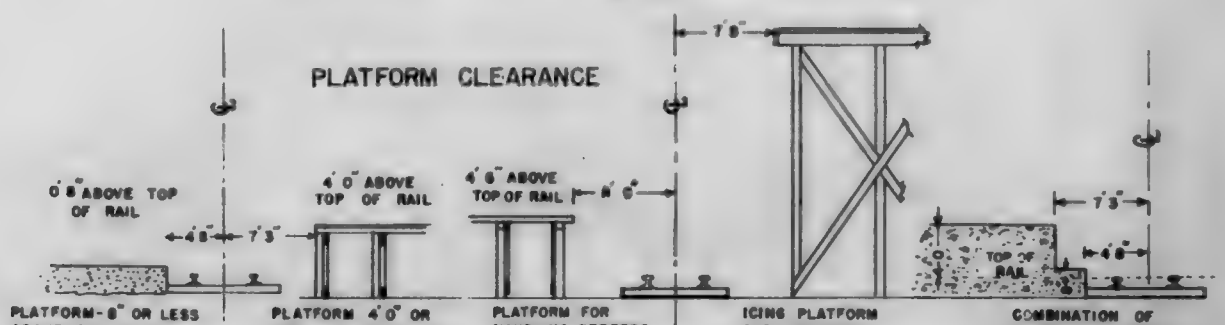
BRIDGES - LOWER SECTION & STRUCTURES 4' HIGH OR LESS SEC 2.12

TUNNELS & BRIDGES UPPER SECTION

SIGNALS & SWITCH STANDS - 3' 0" HIGH SEC. 2.21

OIL & WATER COLUMNS SEC 2.25

PLATFORM CLEARANCE



PLATFORM - 8" OR LESS ABOVE TOP OF RAIL SEC. 2.2

PLATFORM 4' 0" OR LESS ABOVE TOP OF RAIL - SEC 2.3

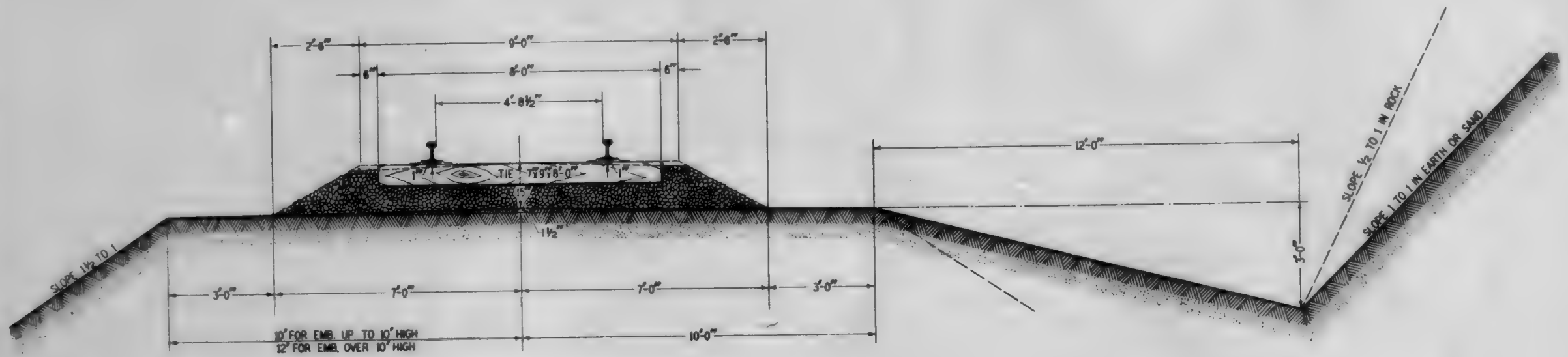
PLATFORM FOR HANDLING REEFERS 4' 8" ABOVE TOP OF RAIL SEC 2.4

ICING PLATFORM AND SUPPORTS SEC. 2.6

COMBINATION OF PLATFORMS - SEC 2.5

C. S.
1

BALLAST
2482 CUBIC YARDS PER MILE



EMBANKMENT

EXCAVATION

NOTE:
QUANTITY OF BALLAST REQUIRED PER MILE IS THEORETICAL, PLUS A 2% ALLOWANCE FOR LOSS, DEPRESSIONS IN ROADBED, ETC

UNION PACIFIC RAILROAD
COMMON STANDARD

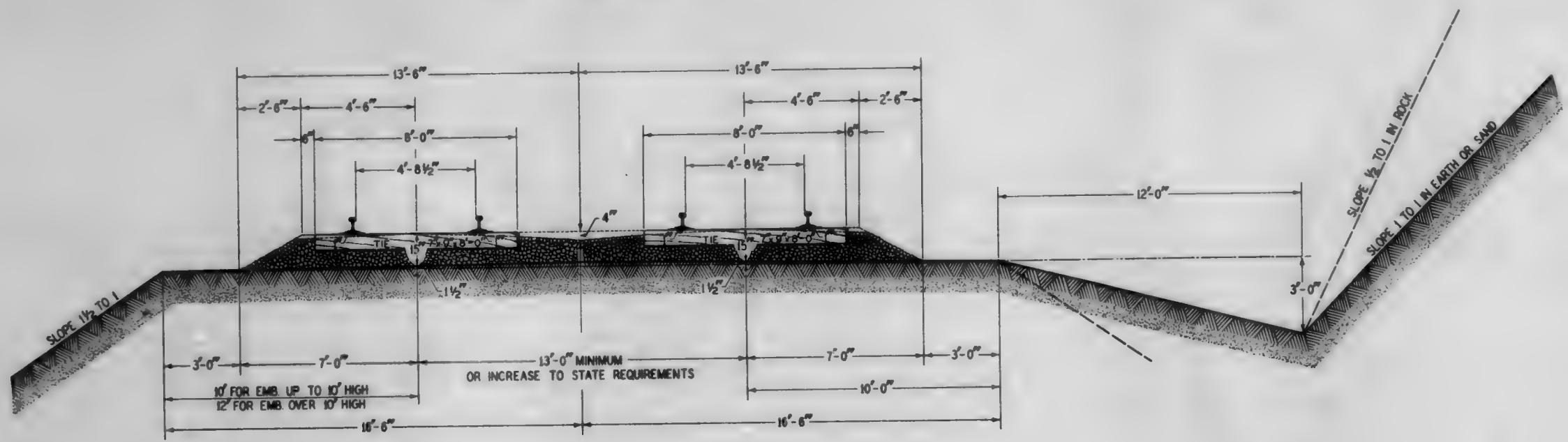
SINGLE TRACK ROADBED WITH SIDE ROAD FOR FIRST-CLASS MAIN LINES

NO SCALE

ADOPTED JAN. 13, 1927
REVISED DEC. 24, 1956

C. S.
5

BALLAST
4851 CUBIC YARDS PER MILE
BASED ON 13'-0" TRACK CENTERS



EMBANKMENT

EXCAVATION

NOTE:
QUANTITY OF BALLAST REQUIRED PER MILE IS THEORETICAL, PLUS A 2% ALLOWANCE FOR LOSS, DEPRESSIONS IN ROADBED, ETC.

UNION PACIFIC RAILROAD
COMMON STANDARD

DOUBLE TRACK ROADBED WITH SIDE ROAD FOR FIRST-CLASS MAIN LINES

NO SCALE

ADOPTED JAN. 21, 1927
REVISED DEC. 12, 1957

RECEIVED
NOV 1959
FOR FILING

COMMISSIONERS
M. V. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

Nov. 16, 1959

NOTED
W. C. WILLIAMS

Mr. R. M. Brown
District Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Re: State and Union Pacific Railroad
Agreement
Ranger Slide-Beacon Rock and
Wyeth Railroad Section
Columbia River Highway

Dear Mr. Brown:

On November 28, 1958, Mr. P. M. Stephenson, Asst. State Highway Engineer, sent to you a proposed draft of agreement relative to the above titled project. I am advised by Mr. F. J. Betz that this has not yet been approved or executed by your companies.

On page 8 of the draft, Paragraph 6 Indemnity, Section (a), reads as follows:

> "So far as it lawfully may do so, the State shall protect, indemnify and save and hold harmless the Railroad and any other corporation, person or firm lawfully occupying their property, and each of them, from and against any and all loss, cost, damage, expense and liability by reason of injury to or death of persons whomsoever (including officers, agents, servants, employees and passengers of the Railroad and of such other occupants or any of them) or damage to or destruction of property whatsoever (including property of or in the custody of the Railroad and such other occupants or any of them), directly or indirectly caused by or in any manner resulting from any act or omission of the State or of its contractors, subcontractors, agents, servants or employees in the performance of any work contemplated by this agreement."

This clause has been the subject of considerable difference of opinion during past years, and, with one exception which has not been approved by the Highway Commission, recent agreements have eliminated the clause in its entirety.

Before the form of agreement is put in final form and transmitted for execution by the Highway Commission, it is requested that the clause be

eliminated as it cannot be recommended to the Commission for approval.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD/ks

cc: Mr. R. B. Keester
Att: F. J. Betz
727 Pittock Block
Portland 5, Ore.
P. M. Stephenson
W. C. Williams
G. S. Paxson
Tom Edwards
R. L. Porter
George Rohde

RECEIVED
NOV 16 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 1959
FOR FILING
I-Pdl.2( )
41

06-35.5

September 8, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-2(---) 41
Cascade Locks-Wyeth Section
Columbia River Highway
Pole Line Permit - City Light
at Cascade Locks

Dear Sir:

Reference is made to your letter dated August 24, 1959 concerning subject permit.

The issuance of the permit is acceptable to this office as it contains a stipulation that all access from the Freeway, for any purpose, is absolutely prohibited.

Very truly yours,

C. G. FOLK
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

orig to Hamilton

NOTED

FORM E-123-X 50M 2-58

COMMISSIONERS
M. J. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
AUG 25 1959
FOR FILING

I-84 Hy 6(4)15

6241

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 24, 1959

Mr. C. J. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Bldg.
Salem, Oregon

Re: Pole Line Permit
Cascade Locks-Wyeth Section
Columbia River Highway

Dear Sir:

Attached hereto for your consideration is a copy of a pole line permit we propose to issue to City Light at Cascade Locks covering a pole line crossing of the subject-named highway. The permit also provides for one down-guy and anchor to be located on highway right of way.

This installation, designed to be the City's main feeder from their new substation at Herman Creek, is to be financed entirely by the city.

We believe the terms and conditions of the proposed permit is in accordance with the present policies governing utilities located on Interstate highway right of way. However, we did question permitting the down-guy and anchor to be located inside the future access control line as indicated on the sketchattached to the permit. We understand that attempts to obtain permission to locate the anchor on adjacent private property were unsuccessful, and also that Mr. Cowan has previously indicated verbal approval of the installation to Mr. Baker of our construction department. For these reasons, we have the down guy and anchor in the permit, but with a paragraph in the special provisions preventing access for the highway proper.

Very truly yours,

R. B. Sipprell
Director of Permits

By Original signed by R. P. Hamilton

NOTED
P. M. STEPHENSON

R. P. Hamilton
Utilities Permit Engineer

RPH:Lc
Enc.
cc: P. M. Stephenson
A. E. Johnson
E. E. Johnston

RECEIVED
AUG 28 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 19 1959
FOR FILING

May 18, 1959

1202

Mr. R. M. Brown
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Dear Sir:

Re: Ranger Station Slide, Beacon Rock and Wyeth line changes, Columbia River Highway

In accordance with your letter of March 19 requesting a revised exhibit map for the exchange of properties and the construction agreement for the railroad and highway relocations at the Ranger Station Slide, Beacon Rock and Wyeth locations, I am sending you, under separate cover, two prints each of our Drawing 6-B-14-11, which is a map of the railroad and highway, and Drawing 6-B-14-11a, which is cross sections in this area.

I am attaching two copies of descriptions of the property to be transferred to the State (including easements over some areas where title will remain with the railroad), these parcels being eleven in number, and two copies of descriptions of the four parcels which we propose to turn over to the Railroad Company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encls.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter Wright

Correct file { Cross sections
U.P.R.R. Elevation Xsections
Cascade Locks - Wyeth Section

FORM E-80 50M 11-58 18880

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1959

SUBJECT: R. R. Encroachment
Cascade Locks-Wyeth Section
Columbia River Highway

To:

Mr. G. S. Paxson
Assistant Highway Engineer
Office

NOTED
G. S. PAXSON

Attached are 4 prints of Railroad encroachment Map 8B-14-11 and 4 prints of cross-sections, for the subject section.

These maps have been revised to conform to the suggestions made by Mr. R. M. Brown's letter of March 19, 1959, addressed to Mr. Cooper and to Mr. Cooper's letter of April 14, 1959, addressed to Mr. Brown.

Also, these maps are the ones that will conform to the descriptions sent to you by the Right of Way Division.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

FOS:mm

Attach

RECEIVED
MAY 18 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 25M 9-51 52310

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1959

SUBJECT:

To: Jay Barbee
Assistant Construction Engineer

Herewith are proof prints of the railroad encroachment and relocation areas from Cascade Locks to Wyeth. Also a print of selected highway X-sections with appropriate RR stationing.

The following is a list of the encroachments on the ranger slide area and Herman Cr. Interchange.

261+75 to 287+00	----	30' encroachment
287+00 to 296+50	----	20' "
296+50 to 297+50	----	No "
297+50 to 298+75	----	Constr. Ease. to ℄ of tracks
297+50 or 298+75 to 301+75	----	20' encroachment
301+75 to 307+25	----	No Encroachment
307+25 to 310+50	----	20' "

Since these above stations were scaled from a 400' scale print they should be considered approximate only.

S.J. Couper

S.J. Couper

RECEIVED
APR 17 1959
FOR FILING

Comit
RLW
Col. R. (Upper)

April 14, 1959

1205

Mr. R. M. Brown
Division Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Regarding your letter of March 19, 1959, relative to the Ranger Station Slide, Beacon Rock, and Wyeth line changes, we would be glad to meet with you as soon as all items on this agreement have been consolidated.

We will revise our exhibit drawing as requested in your letter and also our right of way at the Ranger Station Slide. I wish to inform you, however, that in taking an easement for slopes in this area, some of our shoulders would also encroach a small amount in one area. It is our desire to get a contract under way in this area as soon as possible, so anything you can do to expedite this agreement will be appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

DJB:law fn

file

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

PLEASE RETURN TO
FORREST COOPER

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

MARCH 19, 1959

Mr. Forrest Cooper,
Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Ranger Station Slide - Beacon Rock and Wyeth
Line Changes - Columbia River Highway

The contemplated construction agreement, as Mr. Baysinger mentioned in telephone conversation with you the 17th, will require revision to get it into satisfactory form. The agreement will be rather complex due to the conditions on the Ranger Station Slide section as compared with the other sections, the positions of the parties being approximately opposite.

The question as to the best method of carrying out the intent of Mr. Bunjer's discussions with you is being considered. When the conclusions of the various Departments have been consolidated, and an opportunity to review the comments has been had, it is thought much could be accomplished by a discussion between Highway and Railroad representatives.

In the meantime it will be appreciated if you will give consideration to revising the Exhibit Drawing. It is thought that the Exhibit should show land ties and other information necessary to write the descriptions. The three projects can be shown on the one Exhibit, which should be given an appropriate title, drawing number, etc., to facilitate proper identification.

Zeller
Reply

On the Ranger Station Slide section the Railroads will require a minimum right-of-way of 50 feet adjacent to the Highway for its wire lines, particularly on the curve to the left. Where highway slopes extend beyond

the right-of-way line, easements can be arranged.

Yours very truly,

R. M. Brown

R. M. BROWN,
Division Engineer

RECEIVED
MAR 31 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 31 1959
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

COLUMBIA RIVER HIGHWAY HOOD RIVER CO.

EAST CASCADE LOCKS - WYETH SECTION

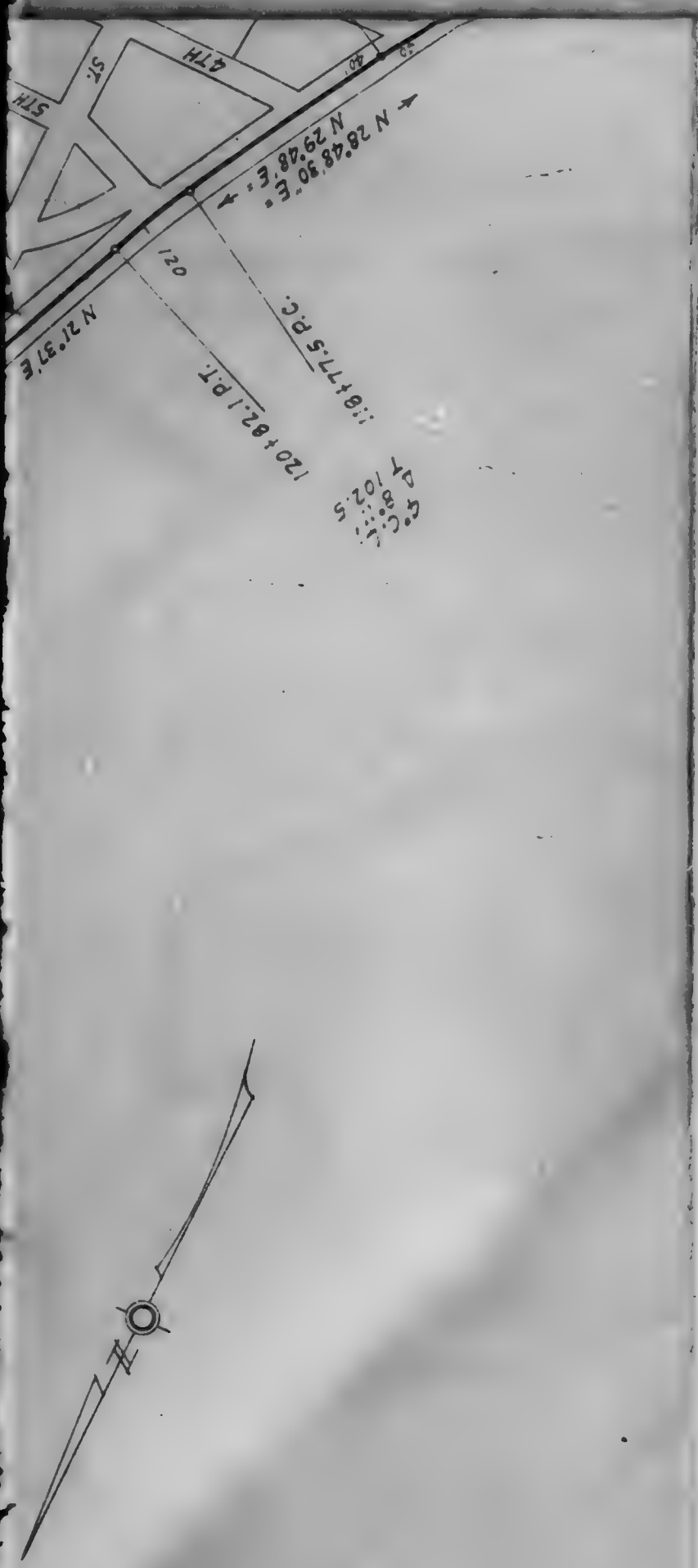
EXHIBIT MAP FOR AGREEMENT WITH UNION PACIFIC RAILROAD COMPANY

SCALE 1"=400'

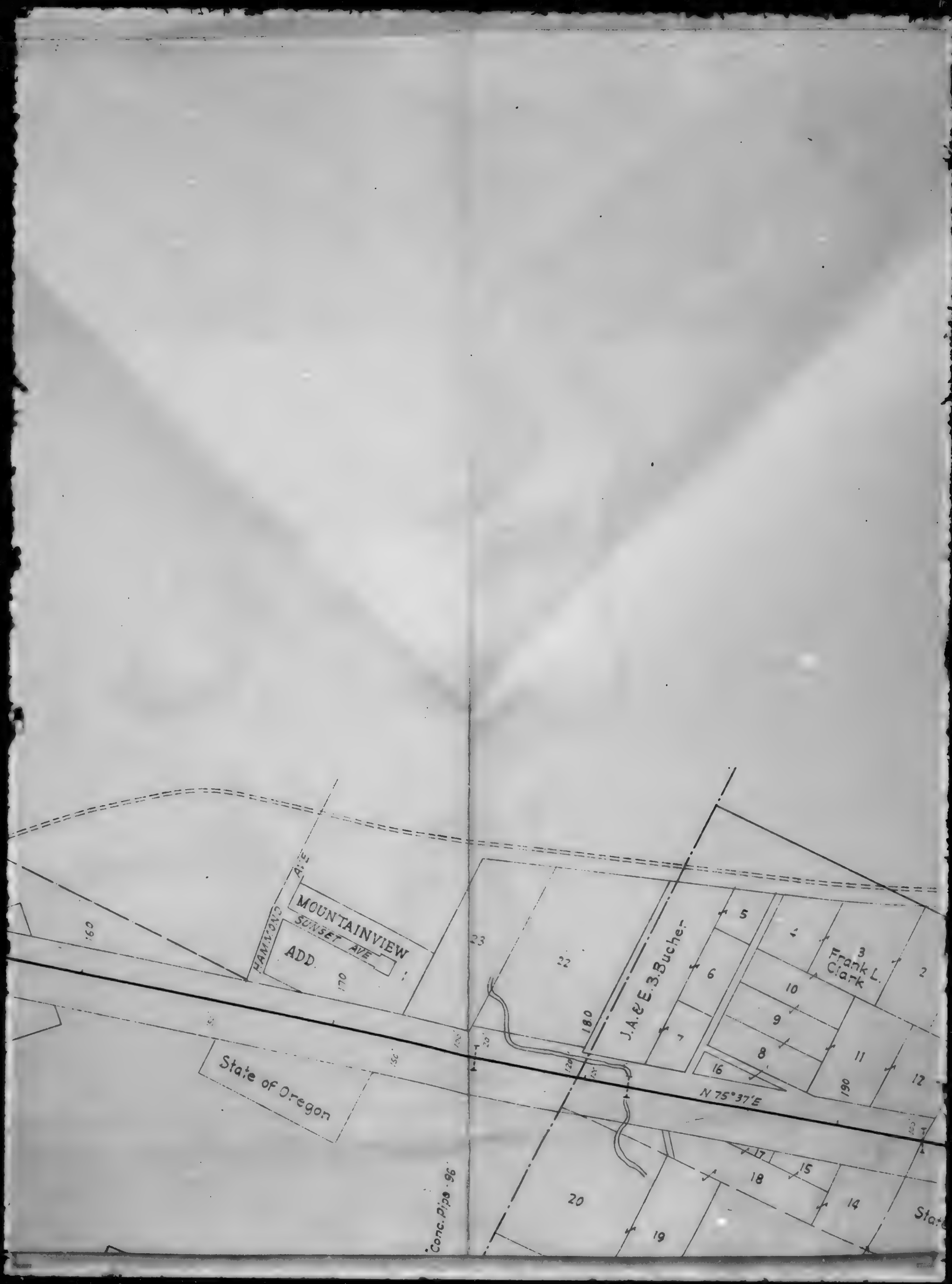
SEPT. 1958

Revised April, 1959

File No. 8B-14-11.


4TH
ST.
STH
40'
30'
N 28°48'30"E
N 29°48'E
120
N 21°37'E
120+82.1 P.T.
1187.5 P.C.
Δ 102.5'
E.C.
B.C.

S. Line R.G. Atwell D.L.C.
N 64° 53' E
N 21° 37' E
126+17.8 P.C.
137+56.4 P.T.
147+34.49 P.S.
400 Spiral
S = 4°
a = 0.5
151+34.49 P.S.C.
152+71.16 P.C.S.
400 Spiral
S = 4°
a = 0.5
156+71.16 P.T.
2°C.R.
Δ 10°44'
Ts 469.31
CATE AVE.
JOHNSON AVE.
RIVER ST.
1ST ST.
2ND ST.
3RD ST.
HAZEL ST.
6TH ST.
5TH ST.
LEAVENS HEIGHTS
LEAVENS
CASE


MOUNTAINVIEW
SUNSET AVE
ADD
HAMMOND AVE
State of Oregon
J.A.&E.3.Bucher
Frank L. Clark
N 75°37'E
Conc. Pipe
180
160
170
23
22
20
19
18
17
16
15
14
12
11
10
9
8
7
6
5
4
3
2
1

L.L. Amoth &
F.L. Manchester
State of Ore
200
210
220
12
2
1
400 Spiral
S = 4°
a = 0.5
222 + 81.59 P.S.
226 + 81.59 P.S.C.

45.3
5
R.R Revision 305+10 38 P.S
2°C.L.
Ta 18°07'
Ts 657.07
UNION PACIFIC CO.
N 70°45'39"E (Grid)
400 Spiral
S=4°
a=0.5
231+87.42 P.C.S
235+87.42 P.T.
226+81.59 P.S.C.
Ben Conlon et al
Port of Cascade Locks
LC 261+75
RR313100
310
250

COLUMBIA

RANGER SLIDE RAILROAD RELOCATION

46

R.R. Revision
Δ = 23° 0' R.
Ta = 20.28.20
Ts = 750.29

21' Chord Spiral
S = 7° 30 45
UP = 70 M.P.H.

R.R. Revision
Δ = 3° 15 36 S
L = 273 58

10' Chord
S = 1° 41' 45"

2 Chord Spiral
S = 0° 44 51
UP 70 MPH

"LT"
Ta 31° 03' 35"
Fs 1151.01
Fz 1783.62

R.R. Revision
Δ = 41° 14' 04.5"
1° 24.5 C.L.
L = 2927.37

"LT"
S = 2° 30'
a = 1.0

"LT"
S = 2° 37.5'
a = 1.0

L = 1° 30 C.L.
T 209.75

"LT"
2° 30' C.L.
Δ = 29° 22' 06"
La = 1174.76

"LT"
500' Sp.
S = 6° 15'
a = 0.5

200' Sp.
S = 3° 2'
a = 0.9

"LT"
400' Sp.
S = 7°
a = 0.575

"LT"
0° 45' C.L.
Δ = 11° 22' 19.5"
La = 1539.61

"LT"
0° 22 C.L.
L = 9' 0"
La = 528.97

2 Chord Spiral
S = 2° 32.10
UP 70 MPH

10' Chord
S = 1° 41' 45"
UP = 70 M.P.H.

293 + 28.16 P.C.S.
292 + 85.66 P.S.
288 + 85.66 P.S.
LC 287 + 00 RR 338 + 00
269 + 72.23 P.S.C.
273 + 89.23 P.S.C.
273 + 89.23 P.S.C.
246 + 72.23 P.S.
RR 313 + 00
297 + 30.04 P.O.T.
297 + 28.16 P.T.
LC 296 + 50 RR 348 + 00
LC 297 + 50 RR 350 + 25
RR 353 + 80
RR 302 + 15
297 + 32.36 Corr.
533 Sp.
S = 0°

U.S. Gov't.
Walter W. Kendrick
HERMAN CR.
Easement Line
R/W Line
Var.: Min. 20'
Variable: Min. 70'
Variable: Max. 164'
50'
27'
N. 4 Cor. Sec. 22
El. 1,642,202.70

46.3

Relocated Highway

EQUATION

Charles Richard Woodward

U.S. Govt

Lot 2

LA

Lot 3

Lot 4

Lot 5

Lot 6

Lot 7

Lot 8

Lot 9

Lot 10

Lot 11

Lot 12

Lot 13

Lot 14

Lot 15

Lot 16

Lot 17

Lot 18

Lot 19

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Lot 57

Lot 58

Lot 59

Lot 60

Lot 61

Lot 62

Lot 63

Lot 64

Lot 65

Lot 66

Lot 67

Lot 68

Lot 69

Lot 70

Lot 71

Lot 72

Lot 73

Lot 74

Lot 75

Lot 76

Lot 77

Lot 78

Lot 79

Lot 80

Lot 81

Lot 82

Lot 83

Lot 84

Lot 85

Lot 86

Lot 87

Lot 88

Lot 89

Lot 90

Lot 91

Lot 92

Lot 93

Lot 94

Lot 95

Lot 96

Lot 97

Lot 98

Lot 99

Lot 100

RIVER

BEACON ROCK

47.2

R.R. Revision
1°31' C.R.
TA = 9°43'30"
Ts 516.53

2 eq.
1B Chord Spiral 75'
D = 2°57.15'
U.P. 70 M.P.H.

EQUATION

U.S. Gov't

S. Gov't

1+15 - 18" Corr. I. Pipe - 92'

9+03 - 18" Conc. Pipe - 87'

5+80 - 18" Conc. Pipe - 60'

R.R. Rev. 410+92.47 P.S.

3+25 - 18" Conc. Pipe - 75'

0+42 - 18

N 83°58' E

State of Oregon

LANG FOREST WAYSIDE

1R-1-85
P-182

Lot 1

Lot 2

Lot 3

Lot 4

Clara A. Trotter

2° C.R.
TA 5°00
Ts 577.43

400 Sp.
S = 4.0°
a = 0.5

200 Sp.
S = 2.0°
a = 0.5

2°00' C.R.

24" Conc. Pipe - 140

Relocated U.P.R.R.
430+02

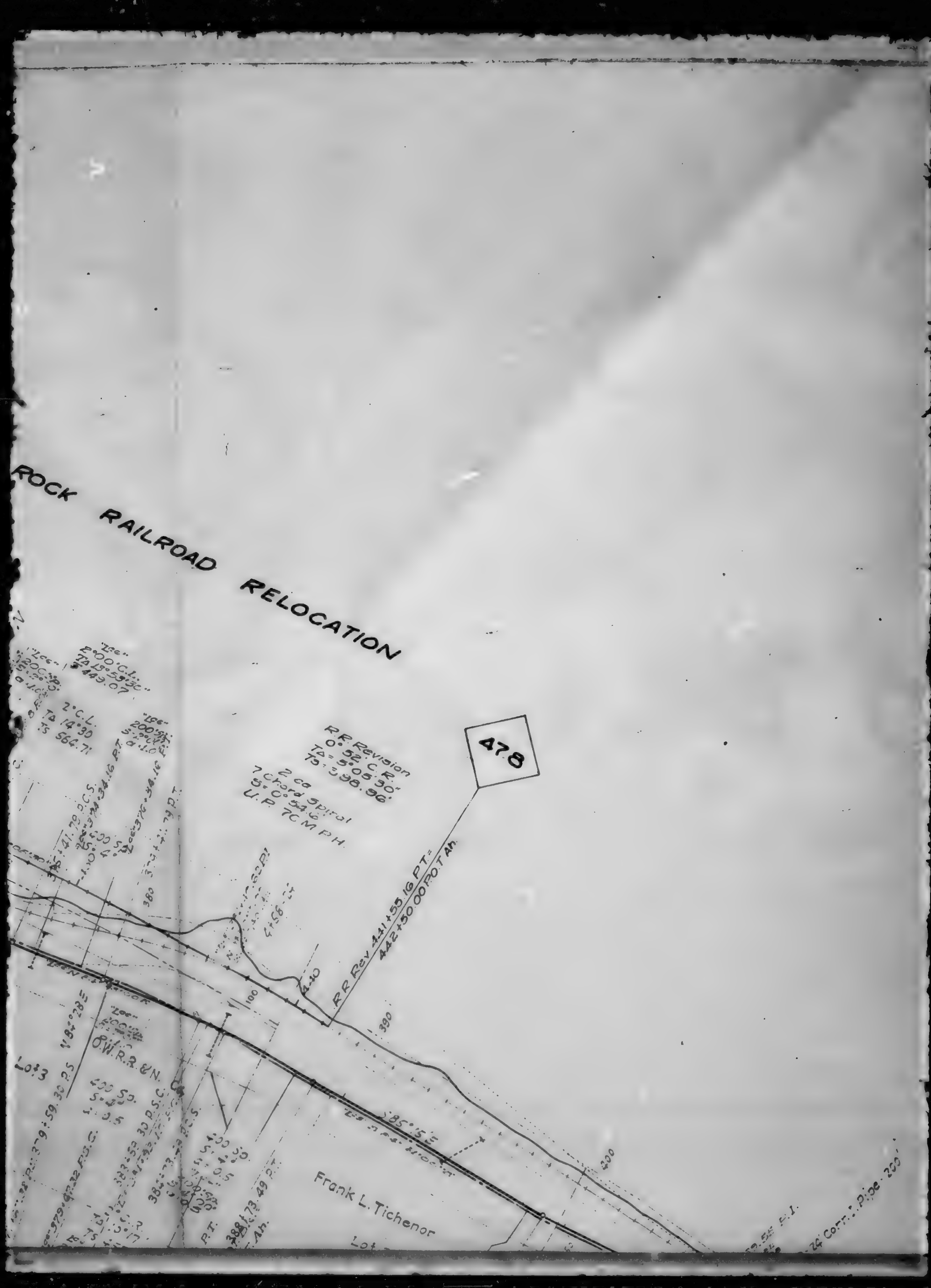
℄

3' Rock Slope

100
90
80
70

6+50.24 Corr. I. Pipe - 154'

ROCK RAILROAD RELOCATION



Indicates State Transfer to Railroad

Indicates Railroad Transfer to State

49.0

RR Rev 503+73 5 P.O.T.

7170.24

445+70.57 P.T.

445+70.10 P.O.T.

910

L = 450

Hood River Co.

446+51.86 P.S.

S 77° 16 E

450+51.85 P.S.

446+97.69 P.S.C.

400' Sp.

452+72.63 P.C.S

456+72.63 P.T.

S 52° 2 E

456+37.27 P.T.

J. G. Stanton

3' Rock Slope

WYETH RAILROAD RELOCATION

R.R. Revision
0° 58.5' C R
TA = 5° 37' 15"
TS = 614.56

2 Each
8 Chord Spiral
S: 1° 10.2'
UP 70 M.P.H.

Lot 1

Lot 4

Lot 3

35 36 T. 3 N.

2 1 T. 2 N.

UNION PACIFIC CO.

Joseph Thurner

Mildred Dunn

U.S. Gov't

WYETH YOUTH CAMP

Relocated U.P.R.R.
516+00
℄

R. Revision
58.5 C R
9°37'15"
14.56

ch
d Spiral
10.2
70 M.P.H.

50

50.2

3

200

330

500

39

39

Lo

560

510

Forest Boundary

A.P. Rev 567+96.9 P.O.T.
P.R. 573+35.0 P.T. Ahead

6"10-.18 Corr. Pipe-.35
6"50-.48 "Drain Tunnel"-.200
5"7+85.29 P.S.C.

400 Sp.
S: 4.06°
a: 0.5

400 Sp.
S: 4.0°
a: 0.5

520

2° C.
Ta 23°5
Ts 805.0

"Log"
2° C.
Ta 23°15'
Ts 804.8

36

31

1

6

577°00E

400 Sp.
S: 2°
a: 0.25

400 Sp.
S: 2°
a: 0.25

John G. Elliott

1°C. R.
Ta 17°42'
Ts 1093.98

State of Oregon

8"10-.18 Corr. Pipe-.105'

C O L U M B I A

50.2

36 | 31

1 | 6

Lot 4

Lot 3

Lot 2

State of Oregon

of Oregon

N 79°10-E

77°00E

400 Sp.
S: 4°00'
a: 0.5

2° C.
T± 23°50'
Ts 805.04

520 | 530 | 540 | 550

Revised April, 1933

File No. 88-14-11.

City Limits

1880+00.36 P.O.T.

400' Spiral S. 6°

1885+10.06 P.C.S.

400' Spiral S. 6°

1889+10.06 P.T.

BRIDGE OF THE GODS

1900

1890+45.9 P.S.

400' Spiral S. 4° a=0.5

1894+45.9 P.S.C.

Z.C.R. T.A. 21°52'30" T.S. 754.03

1890+39.7 P.C.S.

400' Spiral S. 4° a=0.5

1905+39.7 P.O.T.

1913+47.9 P.O.T.

1ST ST.

MOODY

ST.

2ND

3RD

ST.

4TH

ST.

5TH ST.

6TH ST.

N 28°48'30" E.

N 29°48' E.

N 21°37' E

120

1926+17.8

1878+77.5 P.C.

P.T.

S.C.L. T.A. 27°17'30" T.S. 664.44

LEAVENS HEIGHTS

LEAVENS

JOHNSON AVE.

RIVER AVE.

ST.

2ND ST.

3RD ST.

HAZEL ST.

126+17.8 P.C.

137+56.4

3° 18' C.
D 43° 16'
T 598.0

147+34.49

400' Spiral
S= 4°
a=0.5

151+34.49 P.S.

152+71.16 P.C.S

400' Spiral
S= 4°
a=0.5

156+71.16 P.T.

2° C.R.
Ta 10°44'
Ts 469.31

CASCADE LOCKS

T. 2 N., R. 7 E.

T. 2 N., R. 8 E.

State of Oregon

Jack Dan

3144 - 18" Conc. Pipe - 93'

12

11

190

14

15

17

18

8

16

N 75° 37' E

19

20

Frank L. Clark

7

1468 - 5'x5' Conc. Box - 86'

S 175 - 18" Conc. Pipe 96'

State of Oregon

Ts 657.07

231+87.42 P.C.S.

400

310'

230

100

3100

150'

226+81.59 P.S.C.

400 Spiral
S.4°
a.0.5

Hermann

8+83-36" Corr. I. Pipe-194'

222+81.59 P.S.

S+50-5'x5' Conc. Box-54'

100

Little

Oregon
Fish Commission

220

Sec. Cor. No.
Bronze Disc in pipe
N. 736,725.25
E. 4 082,804.80

U.S. Gov't.

210

S+53-18" Conc. Pipe-81'

L.L. Amoth &
F.L. Manchester

200

Dangerfield

City of Cascade Locks

4460 - 18" Conc. Pipe - 102'

Port of Cascade Locks

C=50 - 36" Conc. Pipe - 87'

246+12.23 P.S

LC 726+75
RR 313+00

310

R R Revis

UNION PACIFIC CO.

Ben Conlon et al

Ben Conlon et al

Herman

Reinf. Conc. Bridge - 30 Rdwy.

235+87.42 P.T.

231+87.42 P.C.S

400' Spiral
S. 0.5
a. 0.5

Cr.

4126

3401

RANGER STATION

U.S. Gov't

5:50-35 Conc. Pipe-87

Relocated U.P.R.R

50'

Variable Min 20'

Variable: Min. 70'

Variable: Max. 164

Var.: Min. 20'

Var.: Min. 30'

22'

27'

100

90

80

70

60

3' Rock Slope

Note: R/W Line Encroaches on Relocated Hwy. Shldr. (Fi
Sta. 263+50 to Sta 266+50
Sta. 280+00 to Sta. 284+00

Note: Distance from ℄ R.R
Line
R.R. Sta. 313+00 to Sta.
R.R. Sta. 338+00 to Sta.
R.R. Sta. 359+00 to Sta

R.R. Sta. 346+25 to Sta. 347+
to ℄

"Lw"

Var. to...

Reloca...

℄

4-Min. 30'

-22'

Finish 1

Subgrade

27'

s on Finish Gr.)
dr. (266+50 (Max. 4')
a. 284+00 (Max. 4')

& R.R. to Encroachment

4

(20')
(30')
(30')

to Sta. 338+00
00 to Sta. 351+00
00 to Sta. 362+00

5 to Sta. 347+25 Temp. Constr. Easement
to ℄ of Relocated R.R. for road approach

80
70
3' Rock Slope
6+84
24" Conc. Pip
elocated U.P.R.R.
430+02
6+50 24" Conc. Pipe-154
T. 3 N., R. 8 E.
T. 2 N., R. 8 E.
3

Lot 3

...R.R. & N.

400 Sp.
S. 4.0
I. 0.5

383+39.30 P.S.C.

379+42.32 P.S.C.

Lo=379+42.32 P.S.C.

Lo=383+39.30 P.S.C.

384+73.49 P.C.S.

Frank L. Tichenor

Lot 2

Lo=387+52.90 P.T.

Lo=387+45.06 P.T. Am.

Lo=384+73.49 P.T.

S 85° 15' E

Lo=379+39.12 P.S.

Lo=399+14.00 P.S.

400 Sp.
S. 4.0
I. 0.5

Lo=404+33.12 P.S.C.

403+14.00 P.S.C.

Lot 1

182 - 24" Conc. Pipe

400

410

220

7+92 - 24" Corr. I. Pipe - 200'

Lo=403+22.04 P.C.S.

2+60 - 18" Conc. Pipe - 120'

Lo=415+22.04 P.T.

415+23.14 P.T.

400 Sp.
S. 4.0
I. 0.5

220

750'

7+30 - 18" Conc. Pipe - 102'

2+40 - 24" Corr. I. Pipe - 66'

Frank L. Tich...

EQUATION

415+65.37 P.O.T.
415+26.32 P.O.T.

State of Oregon

Lot 4

420

422+03.25 P.C.
375.50.
D. 2°48'48"
E = 0.4

424+78.25 P.S.C.
422.38

1°30' C.I.
D. 30.
538.60

423+33.6 P.S.C.
375.50.
D. 2°48'48"
E = 0.4

430
D. 0.4

431+78.6 P.T.

Frank L. Tichenor

436+04.30 P.S.
400.50.
D. 2°51'52"
E = 0.5

"ES" 436+41.4

433+34.00 P.S.C.

441+70.67 P.C.S.E.
400.50.
D. 2°51'52"
E = 0.5

445+70.67 P.T.

Lot 3

8+90.74 Corr. I. Pipe-62'

"ES" 432+C.J. 11 P.I.

Pipe-66'

Pipe-200'

Slope

3' Rock

100

90

80

70

60

M T. HOOD

Gorton

N A T I

1°C. R.
Ts 17°44'
Ts 1093.98

State of Oregon

R.8E.
R.9E.

I O N A L F O R E S T

Lot 2

State of Oregon

Lot 3

R. 8 E.

R. 9 E.

State of Oregon

RECEIVED
MAY 19 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1959

SUBJECT: File No. 24567 - O.W.R. and N. Company
Cascade Locks-Viento Section
Columbia River Highway
Hood River County

To: Mr. G. S. Paxson
Assistant State Highway Engineer

Office

Enclosed herewith are descriptions covering 11 parcels to be acquired from Union Pacific in the Cascade Locks vicinity. These descriptions are revisals of the 10 descriptions sent to you on May 4, 1959.

The supporting maps showing the locations of these descriptions will be forwarded to you from the Construction Department.

These parcels are considered operating property and should be negotiated for by your office.

Appraisals will be made by this office and furnished to you at an early date.

NOT
G. S. PA

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:mr
Attachments

DESCRIPTION ONLY

O. W. R. & N. Company

East Cascade Locks-Wyeth Section

Hood River County

File No. 24567
PC 5-8-59
6B-35-5 6B-35-6

Columbia River Highway

Right of Way ()

PARCEL NO. 1

A parcel of land lying in Section 4 and Section 5, Township 2 North, Range 8 East, W.M. and in Section 33, Township 3 North, Range 8 East, W.M., Hood River County, Oregon, and being a portion of the right of way of the O. W. R. & N. Company; the said parcel being all of the right of way of said O. W. R. & N. Company lying within the following subdivisions:

Lot 4 of said Section 4, Lot 3 and the Northeast quarter of the Southeast quarter (NE¼ SE¼) of said Section 5, Township 2 North, Range 8 East.

ALSO that portion of the right of way of the O. W. R. & N. Company situated in the Northwest quarter of the Southeast quarter (NW¼ SE¼) of said Section5, Township 2 North, Range 8 East, W.M. lying Southerly of the following described line:

Beginning on the Southerly right of way line of said railroad at a point 50 feet Southerly from (when measured at right angles to) the center line of the relocated main track of the O. W. R. & N. Company at railroad Station 305+10.54; thence Easterly parallel to and 50 feet Southerly of said center line to the East line of said Northwest quarter of the Southeast quarter (NW¼ SE¼).

ALSO that portion of the right of way of the O. W. R. & N. Company situated in the Northwest quarter of the Northwest quarter (NW¼ NW¼) of said Section 4, Township 2 North, Range 8 East, W.M. and in Lot 4, said Section 33, Township 3 North, Range 8 East, W.M. lying Southeasterly of a line which is parallel to and 50 feet Southeasterly of the center line of the relocated main track of the O. W. R. & N. Company.

The center line of the relocated main track of the O. W. R. & N. Company herein referred to being described as follows:

Beginning at Engineer's center line Station 305+10.54, said Station being 859.86 feet South and 2585.85 feet West of the East quarter corner of said Section 5; thence 360 feet on a spiral curve left through a spiral angle of 2° 32' 06" to Station 308+70.54, the beginning of a 1° 24' 30" curve left (the tangent to said curve at Station 308+70.54 bearing North 68° 13' 27" East); thence 2927.90 feet on said 1° 24' 30" curve left to Station 337+98.44, the beginning of a spiral curve left (the tangent to said curve at Station 337+98.44 bearing North 26° 59' 22.5" East); thence 60 feet on said spiral curve left through a spiral angle of 0° 44' 51" to Station 338+58.44, the beginning of a 1° 15' 30" curve left (the tangent to said curve at Station 338+58.44 bearing North 26° 14' 31.5" East); thence 273.58 feet on said 1° 11' 30" curve left to Station 341+32.02, the beginning of a spiral curve left (the tangent to said curve at Station 341+32.02 bearing North 22° 58' 55" East); thence 300 feet on said spiral curve left through a spiral angle of 1° 47' 15" to equation Station 344+32.02 Back equals 344+51.20 Ahead (the tangent to said spiral at Station 344+32.02 Back equals 344+51.20 Ahead bearing North 21° 11' 40" East; thence North 21° 11' 40" East, 209.90 feet to Station 346+61.10, the beginning of a spiral curve right; thence 630 feet on said spiral curve right through a spiral angle of 7° 30' 27" to Station 352+91.1 the beginning of a 2° 23' curve right (the tangent to said curve at Station 352+91.1 bearing North 28° 42' 07" East); thence 228.99 feet on said 2° 23' curve right to Station 355+20.09, the beginning of a spiral curve right (the tangent to said curve at Station 355+20.09 bearing North 34° 09' 33" East); thence 630 feet on said spiral curve right through a spiral angle of 7° 30' 27" to equation Station 361+50.09 Back equals 362+58.00 Ahead on the existing railroad center line; thence North 41° 40' East, 742 feet to Station 370+00.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 10.35 acres.

PARCEL NO. 2

A parcel of land lying in Lot 4 of Section 34, Township 3 North, Range 8 East, W.M., Hood River County, Oregon, and being a portion of the right of way of the O. W. R. & N. Company; the said parcel being that portion of said railroad right of way situated in said Lot 4 lying Southerly of a line which is parallel to and 50 feet Southerly of the center line of the relocated main track of the O. W. R. & N. Company, which center line is described as follows:

Beginning at Engineer's center line Station 410+92.47, said Station being 2360.12 feet North and 210.79 feet West of the Southwest corner of said Section 34; thence 390 feet on a spiral curve right through a spiral angle of 2° 57' 27" to Station 414+82.47, the beginning of a 1° 31' curve right (the tangent to said curve at Station 414+82.47 bearing North 84° 08' 27" East); thence 251.21 feet on said 1° 31' curve right to Station 417+33.68, the beginning of a spiral curve right (the tangent to said curve at Station 417+33.68 bearing North 87° 57' 03" East); thence 390 feet on said spiral curve right through a spiral angle of 2° 57' 27" to Station 421+23.68 (the tangent to said spiral at Station 421+23.68 bearing South 89° 05' 30" East); thence South 89° 05' 30" East, 1234.43 feet to Station 433+58.11 the beginning of a spiral curve right; thence 210 feet on said spiral curve right through a spiral angle of 0° 54' 36" to Station 435+68.11, the beginning of a 0° 52' curve right (the tangent to said curve at Station 435+68.11 bearing South 88° 10' 54" East); thence 377.50 feet on said 0° 52' curve right to Station 439+45.61, the beginning of a spiral curve right (the tangent of said curve at Station 439+45.61 bearing South 84° 54' 36" East); thence 210 feet on said spiral curve right through a spiral angle of 0° 54' 36" to equation Station 441+55.61 Back equals 442+50.0 Ahead (the tangent of said spiral at said equation bearing South 84° East.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 4.9 acres.

PARCEL NO. 3

A parcel of land lying in Lot 3 of Section 34, Township 3 North, Range 8 East, W.M., Hood River County, Oregon; the said parcel being described as follows:

Beginning on the West line of said Lot 3 at a point 280 feet South (when measured along said West line) from the center line of the main track of the O. W. R. & N. Company; thence Easterly in a straight line to the East line of said Lot 3, at a point 380 feet South (when measured along said East line) from the center line of said main track; thence North along said East line, 280 feet, more or less, to its intersection with a line which is parallel to and 100 feet Southerly of the center line of the relocated main track of the O. W. R. & N. Company; thence Westerly parallel to and 100 feet Southerly of the center line of said relocated main track; to the West line of said Lot 3; thence South along said West line 375 feet, more or less, to the point of beginning.

The center line of the relocated main track herein referred to being described in Parcel No. 2.

The parcel of land to which this description applies contains 10.0 acres, more or less.

PARCEL NO. 4

A parcel of land lying in Lot 3 of Section 34, Township 3 North, Range 8 East, W.M., Hood River County, Oregon; the said parcel being described as follows:

Beginning at the Southeast corner of Parcel No. 3, said corner being on the East line of said Lot 3, at a point 380 feet South (when measured along said East line) from the center line of the main track of the O. W. R. & N. Company; thence Westerly along the Southerly line of Parcel No. 3, a distance of 160 feet; thence Southeasterly in a straight line to the East line of said Lot 3, at a point 190 feet South (when measured along said East line) from the point of beginning; thence North 190 feet to the point of beginning.

The parcel of land to which this description applies contains 0.35 acre.

PARCEL NO. 5

A parcel of land lying in the Northeast quarter of the Northeast quarter (NE¼ NE¼) of Section 2, Township 2 North, Range 8 East, and in Lots 1 and 2 of Section 35, Township 3 North, Range 8 East, W.M., Hood River County, Oregon; the said parcel being described as follows:

Beginning at a point on the South line of said Section 35, said point being the intersection of said South line with a line which is parallel to and 650 feet West of the East line of said Section 35; thence North along said parallel line to its intersection with the Northerly right of way line of the O. W. R. & N. Company; thence Westerly along the Northerly right of way line of the O. W. R. & N. Company parallel to and 50 feet from the center line of the main track, a distance of 730 feet, more or less, to a point 50 feet Northeasterly from (when measured at right angles to) said railroad center line at railroad Station 512+45.2; thence Westerly in a straight line to the Southerly right of way line of said railroad, at a point 50 feet Southwesterly from (when measured radially to) the center line of said railroad at Railroad Station 510+42.7; thence Easterly along said Southerly right of way line parallel to and 50 feet from said railroad center line, a distance of 830 feet, more or less, to its intersection with the South line of said Section 35; thence East along the South line of said Section 35, a distance of 175 feet, more or less, to the point of beginning.

ALSO all of the right of way of the O. W. R. & N. Company lying with the Northeast quarter of the Northeast quarter (NE¼ NE¼) of Section 2, Township 2 North, Range 8 East, W.M.

The parcel of land to which this description applies contains 2.4 acres.

PARCEL NO. 6

A parcel of land lying in Section 36, Township 3 North, Range 8 East, W.M., Hood River County, Oregon; the said parcel being described as follows:

Beginning at the Southwest corner of said Section 36; thence North 86° 40' 10" East, a distance of 1325.5 feet to a point 540 feet Southerly from (when measured at right angles to) the center line of the relocated main track of the O. W. R. & N. Company at railroad Station 536+84.3, which center line is described in Parcel No. 4; thence North 77° 30' 20" East, a distance of 992.05 feet to a point 200 feet Southerly from (when measured at right angles to) said center line at railroad Station 546+71; thence North 89° 42' 30" East, a distance of 742.93 feet to a point 39 feet Southerly from (when measured at right angles to) said center line at railroad Station 554+00; thence South 77° 03' 30" East, 39 feet Southerly from and parallel to said center line, a distance of 1463 feet to the South line of said Section 36; thence North 89° 35' 10" West, along the South line of said Section 36, a distance of 4460.7 feet to the place of beginning.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 16.23 acres.

PARCEL NO. 7

A parcel of land lying in the Northeast quarter of the Northeast quarter (NE¼ NE¼) of Section 1, Township 2 North, Range 8 East, and in Lot 3 of Section 6, Township 2 North, Range 9 East, W.M., Hood River County, Oregon; the said parcel being described as follows:

Beginning at the intersection of the North line of the Northeast quarter of the Northeast quarter (NE¼ NE¼) of said Section 1 with the Southerly right of way line of the O. W. R. & N. Company, said intersection being approximately 1100 feet West of the Northeast corner of said Section 1; thence East along the North line of said Section 1, a distance of 280 feet, more or less, to a line which is parallel to and 39 feet Southerly of the center line of the O. W. R. & N. Company main track as relocated in 1952; thence Easterly parallel to and 39 feet Southerly of said railroad center line, a distance of 1950 feet, more or less, to the East line of Lot 3 of said Section 6; thence South along said East line 15 feet, more or less, to the Southerly right of way line of the O. W. R. & N. Company; thence Westerly along said Southerly right of way line, a distance of 2300 feet, more or less, to the place of beginning.

The center line of the O. W. R. & N. Company main track as relocated in 1952 is described as follows:

Beginning on the existing center line of the O. W. R. & N. Company track at Engineer's center line Station 573+83.58, said Station being 45.64 feet North and 883.77 feet West of the Northwest corner of said Section 6; thence South 77° 54' 30" East, 343.59 feet to Station 577+27.17, the beginning of a spiral curve to the left; thence 420 feet on said spiral curve left through a spiral angle of 4° 12' to Station 581+47.17, the beginning of a 2° curve to the left (the tangent to said curve at Station 581+47.17 bearing South 82° 06' 30" East); thence 747.5 feet on said 2° curve left to Station 588+94.67; thence 420 feet on a spiral curve to the left through a spiral angle of 4° 12' to Station 593+14.67 (the tangent to said spiral at Station 593+14.67 being North 78° 44' 30" East); thence North 78° 44' 30" East, 2406.64 feet to Station 617+21.31, the beginning of a spiral curve to the right; thence 150 feet on said spiral curve right through a spiral angle of 0° 45' to Station 618+71.31, the beginning of a 1° curve to the right (the tangent to said curve at Station 618+71.31 bearing North 79° 29' 30" East); thence 743.06 feet on said 1° curve right to Station 626+14.37, the beginning of a spiral curve to the right; thence 240 feet on a spiral curve to the right through a spiral angle of 3° 48' to Station 628+54.37, the beginning of a 2° 20' curve to the right (the tangent to said curve at Station 628+54.37 bearing South 89° 16' 40" East); thence 768.75 feet on said 2° 20' curve right to Station 636+23.12; thence 390 feet on a spiral curve to the right through a spiral angle of 4° 33' to Station 640+13.12 (the tangent to said spiral at Station 640+13.12 being South 66° 47' 25" East); thence South 66° 47' 25" East, 200 feet to Station 642+13.12, the beginning of a spiral curve to the left; thence 420 feet on said spiral curve left, through a spiral angle of 4° 12' to Station 646+33.12, the beginning of a 2° curve to the left (the tangent to said curve at Station 646+33.12 bearing South 70° 59' 25" East); thence 632.15 feet on said 2° curve left to Station 652+65.27; thence 420 feet on a spiral curve to the left through a spiral angle of 4° 12' to Station 656+85.27 (the tangent to said spiral at Station 656+85.27 being South 87° 50' East); thence South 87° 50' East, 901.86 feet to Station 665+87.13, the beginning of a spiral curve to the left; thence 240 feet on said spiral curve left, through a spiral angle of 1° 48' to Station 668+27.13, the beginning of a 1° 30' curve to the left (the tangent to said curve at Station 668+27.13 bearing South 89° 38' East); thence 179.17 feet on said 1° 30' curve left to Station 670+06.30; thence 240 feet on a spiral curve to the left through a spiral angle of 1° 48' to Station 672+46.3 (the tangent to said spiral at Station 672+46.3 being North 85° 52' 45" East); thence North 85° 52' 45" East, 200 feet to Station 674+46.30, the beginning of a spiral curve to the right; thence 330 feet on said spiral curve right, through a spiral angle of 6° 36' to Station 677+76.3 which Station equals Station 680+32.51 on the existing railroad center line, said Station 680+32.51 on said existing railroad center line being a point on a 4° curve to the right (tangent to said curve at Station 680+32.51 being South 87° 31' 15" East), Station 680+32.51 being 512.15 feet North and 2603.33 feet East of the Southwest corner of Lot 4, Section 5, Township 2 North, Range 9 East, W.M.; thence Easterly along said existing railroad center line on a 4° curve to the right, a distance of 300 feet to Station 683+32.51 point on a curve.

The parcel of land to which this description applies contains 4.0 acres, more or less.

PARCEL NO. 8 An easement for slopes, over or on the following described parcel, to-wit:

A parcel of land lying in Section 5 and in Section 4, Township 2 North, Range 8 East, W.M., Hood River County, Oregon; the said parcel being described as follows:

Beginning at a point which is 20 feet Southerly from (when measured radially and/or at right angles to) the center line of the relocated O. W. R. & N. Company main track at Station 313+00; thence Northeasterly parallel to and always 20 feet Southeasterly of said main track center line, 2500 feet, more or less, to a point 20 feet Easterly from (when measured radially and/or at right angles to) said main track center line at Station 338+00; thence Southeasterly radially to and/or at right angles to said center line at Station 338+00, a distance of 10 feet; thence Northeasterly parallel to and 30 feet Southeasterly of said main track center line 980 feet, more or less, to a point 30 feet Southerly from (when measured radially and/or at right angles to) said main track center line at Station 348+00; thence Easterly radially to said center line 20 feet; thence Southwesterly parallel to and 50 feet Southeasterly of said main track center line to a point 50 feet Southerly from (when measured radially and/or at right angles to) said main track center line at Station 313+00; thence Northerly radially to said center line 30 feet to the point of beginning, the center line of the relocated main track of the O. W. R. & N. Company herein referred to being described in Parcel No. 1.

The parcel of land to which this description applies contains 2.2 acres.

PARCEL NO. 9 An easement for slopes, over or on the following described parcel, to-wit:

A parcel of land lying in the Northwest quarter (NW¼) of Section 4, Township 2 North, Range 8 East, W.M. and in Lot 4 of Section 33, Township 3 North, Range 8 East, W.M., Hood River County, Oregon; the said parcel being bounded on the Southwesterly and Northeasterly sides by lines at right angles to the center line of the relocated main track of the O. W. R. & N. Co. at Engineer's center line Stations 349+00 and 353+80, bounded on the Northwesterly and Southeasterly sides by lines which are parallel to and 30 feet Southeasterly and 50 feet Southeasterly, respectively from said main track center line, which center line is described in Parcel No. 1.

The parcel of land to which this description applies contains 0.22 acre.

PARCEL NO. 10 An easement for slopes, over or on the following described parcel, to-wit:

A parcel of land lying in Lot 4 of Section 33, Township 3 North, Range 8 East, W.M., Hood River County, Oregon; the said parcel being bounded on the Southwesterly and Northeasterly sides by lines at right angles to the center line of the relocated main track of the O. W. R. & N. Company at Engineer's Stations 359+20 and 363+50, bounded on the Northwesterly and Southeasterly sides by lines which are parallel to and 30 feet Southeasterly and 50 feet Southeasterly, respectively, from said main track center line, which center line is described in Parcel No. 1.

The parcel of land to which this description applies contains 0.15 acre.

PARCEL NO. 11 A temporary easement for slopes, over or on the following described parcel, to-wit:

A parcel of land lying in the Northwest quarter of the Northwest quarter (NW¼ NW¼) of Section 4, Township 2 North, Range 8 East, W.M., Hood River County, Oregon; the said parcel being bounded on the Southwesterly and Northeasterly sides by lines at right angles to the center line of the relocated main track of the O. W. R. & N. Co. at Engineer's center line Stations 349+00 and 350+25, bounded on the Northwesterly side by said center line and bounded on the Southeasterly side by a line which is parallel to and 30 feet Southeasterly of said center line, which center line is described in Parcel No. 1.

The parcel of land to which this description applies contains 0.09 acre.

fd/mc

DESCRIPTION ONLY

Description of proposed Deed to Railroad

East Cascade Locks-Wyeth

Hood River County

File No. 24567
RR 4-28-59
6B-35-5 6B-35-6

Columbia River Highway

Relocation of Railroad

PARCEL NO. 1 (from File #28710)

A parcel of land lying in the Northwest quarter of the Southeast quarter (NW¼ SE¼) of Section 5, Township 2 North, Range 8 East, W.M., Hood River County, Oregon; the said parcel being that portion of said Northwest quarter of the Southeast quarter (NW¼ SE¼) lying Northerly of the present O. W. R. & N. Company right of way and included in a strip of land variable in width, lying on each side of the center line of the main track of the O. W. R. & N. Company as said railroad has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 305+10.54, said Station being 859.86 feet South and 2585.85 feet West of the East quarter corner of said Section 5; thence 360 feet on a spiral curve left through a spiral angle of 2° 32' 06" to Station 308+70.54, the beginning of a 1° 24' 30" curve left (the tangent to said curve at Station 308+70.54 bearing North 68° 13' 27" East); thence 2927.90 feet on said 1° 24' 30" curve left to Station 337+98.44, the beginning of a spiral curve left (the tangent to said curve at Station 337+98.44 bearing North 26° 59' 22.5" East); thence 60 feet on a spiral curve left through a spiral angle of 0° 44' 51" to Station 338+58.44, the beginning of a 1° 15' 30" curve left (the tangent to said curve at Station 338+58.44 bearing North 26° 14' 31.5" East); thence 273.58 feet on said 1° 11' 30" curve left to Station 341+32.02, the beginning of a spiral curve left (the tangent to said curve at Station 341+32.02 bearing North 22° 58' 55" East); thence 300 feet on said spiral curve left through a spiral angle of 1° 47' 15" to equation Station 344+32.02 Back equals 344+51.20 Ahead (the tangent to said spiral at Station 344+32.02 Back equals 344+51.20 Ahead bearing North 21° 11' 40" East); thence North 21° 11' 40" East, 209.90 feet to Station 346+61.10, the beginning of a spiral curve right; thence 630 feet on said spiral curve right through a spiral angle of 7° 30' 27" to Station 352+91.1 the beginning of a 2° 23' curve right (the tangent to said curve at Station 352+91.1 bearing North 28° 42' 07" East); thence 228.99 feet on said 2° 23' curve right to Station 355+20.09, the beginning of a spiral curve right (the tangent to said curve at Station 355+20.09 bearing North 34° 09' 33" East); thence 630 feet on said spiral curve right through a spiral angle of 7° 30' 27" to equation Station 361+50.09 Back equals 362+58.00 Ahead on the existing railroad center line; thence North 41° 40' East, 742 feet to Station 370+00.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
305+10.54	313+50	50 feet	50 feet
313+50	315+00	50 feet in a straight line to 100 feet	50 feet
315+00	325+00	100 feet	50 feet

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 2.07 acres, more or less.

PARCEL NO. 2 (from File #19973)

A parcel of land lying in the Northeast quarter of the Northeast quarter (NE¼ NE¼) of Section 5, the Northwest quarter of the Northwest quarter (NW¼ NW¼) of Section 4, Township 2 North, Range 8 East, W.M., and in Lot 4 of Section 33, Township 3 North, Range 8 East, W.M., Hood River County, Oregon; the said parcel being that portion of said subdivisions included in a strip of land 150 feet in width, 100 feet on the Northwesterly side and 50 feet on the Southeasterly side of the center line of the main track of the O. W. R. & N. Company as said railroad has been relocated, which center line is described in Parcel No. 1.

The Northeasterly limits of said strip of land being a line lying radially to said center line at Station 355+20.09.

EXCEPT that portion lying within the existing railroad right of way.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 3.74 acres.

PARCEL NO. 3

A parcel of land lying in Lot 4 of Section 33, Township 3 North, Range 8 East, W.M., Hood River County, Oregon; the said parcel being that portion of said Lot 4 lying Southeasterly of the O. W. R. & N. Company right of way and Northwesterly of a line which is parallel to and 50 feet Southeasterly of the center line of the relocated main track of the O. W. R. & N. Company, which center line is described in Parcel No. 1.

The parcel of land to which this description applies contains 0.02 acre.

PARCEL NO. 4

A parcel of land lying in Lot 4 of Section 34, Township 3 North, Range 8 East, W.M., Hood River County, Oregon; the said parcel being that portion of said Lot 4 lying Northerly of the right of way of the O. W. R. & N. Company and included in a strip of land 130 feet in width, 80 feet on the Northerly side and 50 feet on the Southerly side of the center line of the relocated main track of the O. W. R. & N. Company, which center line is described as follows:

Beginning at Engineer's center line Station 410+92.47, said Station being 2360.12 feet North and 210.79 feet West of the Southwest corner of said Section 34; thence 390 feet on a spiral curve right through a spiral angle of 2° 57' 27" to Station 414+82.47, the beginning of a 1° 31' curve right (the tangent to said curve at Station 414+82.47 bearing North 84° 08' 27" East); thence 251.21 feet on said 1° 31' curve right to Station 417+33.68, the beginning of a spiral curve right (the tangent to said curve at Station 417+33.68 bearing North 87° 57' 03" East); thence 390 feet on said spiral curve right through a spiral angle of 2° 57' 27" to Station 421+23.68 (the tangent to said spiral at Station 421+23.68 bearing South 89° 05' 30" East); thence South 89° 05' 30" East, 1234.43 feet to Station 433+58.11 the beginning of a spiral curve right; thence 210 feet on said spiral curve right through a spiral angle of 0° 54' 36" to Station 435+68.11, the beginning of a 0° 52' curve right (the tangent to said curve at Station 435+68.11 bearing South 88° 10' 54" East); thence 377.50 feet on said 0° 52' curve right to Station 439+45.61, the beginning of a spiral curve right (the tangent of said curve at Station 439+45.61 bearing South 84° 54' 36" East); thence 210 feet on said spiral curve right through a spiral angle of 0° 54' 36" to equation Station 441+55.61 Back equals 442+50.0 Ahead (the tangent of said spiral at said equation bearing South 84° East.)

The parcel of land to which this description applies contains 1.9 acres.

PARCEL NO. 5 (from File #28963)

A parcel of land lying in Lot 2 of Section 35, Township 3 North, Range 8 East, W.M., Hood River County, Oregon; the said parcel being a strip of land extending from a line at right angles to the center line of the main track of the relocated O. W. R. & N. Company at railroad Station 504+00 to the East line of said Lot 2, said strip of land being variable in width, lying on each side of said center line, which center line is described as follows:

Beginning at Engineer's center line Station 503+73.9, said Station being 807.85 feet North and 1950.21 feet West of the Southeast corner of said Section 35; thence South 86° 40' 45" East, 2626.1 feet to Station 530+00, said center line crossing the East line of said Lot 2 approximately at Engineer's center line Station 510+20.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
504+00	508+00	100 feet	50 feet
508+00	511+00	100 feet	75 feet

EXCEPT that portion lying within the present Railroad right of way.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.45 acres.

PARCEL NO. 6 (from File #28964)

A parcel of land lying in Lot 1 of Section 35, Township 3 North, Range 8 East, W.M., Hood River County, Oregon; the said parcel being that portion of said Lot 1 included in a strip of land 175 feet in width, 100 feet on the Northerly side and 75 feet on the Southerly side of the center line of the main track of the O. W. R. & N. Company as said railroad has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 503+73.9, said Station being 807.85 feet North and 1950.21 feet West of the Southeast corner of said Section 35; thence South 86° 40' 45" East, 2626.1 feet to Station 530+00, said center line crossing the West and East lines of said Lot 1 approximately at Engineer's center line Stations 510+20 and 523+40, respectively.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 5.3 acres.

fd/luc

...IVED
...FILING

March 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reply is made to your letter of February 17 re the Cascade Locks--Lyeth Section of the Interstate Freeway, with your proposed deletion of the frontal road bridge over Herman Creek.

Our original design for this section proposed the construction of the freeway independent of the existing road, which would serve as a frontal road for the fish hatchery, the ranger station, and westbound traffic from the Herman Creek Road area. We found that we could provide an equal facility with less cost by incorporating the two existing lanes as the eastbound lanes of the main facility, constructing two westbound lanes adjacent thereto, and constructing a new frontal road facility including a bridge across Herman Creek. It is our considered judgment that one of the facilities served by the frontal road, namely, the ranger station, has a very vital function in fire suppression and that it is not in the public interest to impose a handicap in the form of added travel distance.

We enclose statements from the Forest Supervisor and the Fish Commission concerning this matter and respectfully request that you reconsider your decision to delete the Herman Creek Bridge.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

NOTED
C. G. POLK

TE:jw fn

Encl.
cc Mr. W. C. Williams
Mr. Tom Edwards

RECEIVED
MAR
FOR FILING

ADDRESS REPLY TO
FOREST SUPERVISOR
AND REFER TO

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
MOUNT HOOD NATIONAL FOREST

P. O. BOX 5241
PORTLAND 18, OREGON

March 24, 1959

E
ROADS & TRAILS - Mt. Hood
State
Columbia River Highway

595

Wigeth

Mr. A. G. Skelton
Division Engineer
Oregon State Highway Department
P. O. Box 4699
Portland 2, Oregon

Dear Mr. Skelton:

Reference is made to the tentative design of the new highway in the vicinity of our Columbia Gorge Ranger Station.

The present design provides adequate access to us except for the portion between Herman Creek and Cascade Locks. Direct access is needed for fire protection and administration of the area. Without a bridge crossing for the frontage road at Herman Creek, we would not be able to reach this area without travel via Cascade Locks interchange. This route could mean six miles additional travel in some cases to get to a point less than 2 miles from our station.

Many fires are lost by delay in initial attack. This could result along this area if direct access is not provided. We ask that our needs be considered and the Herman Creek crossing provided for the frontage road.

Very truly yours,

Paul E. Neff

PAUL E. NEFF
Forest Supervisor

RECEIVED

RECEIVED
FEB 19 1959
IDAHO MONTANA OREGON WASHINGTON
FOR FILING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.8

February 17, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: I-80N-2(9)43

Dear Sir:

Preliminary plans for the Cascade Locks-Wyeth Section of I-80N indicate that a continuous frontage road is planned from the East Cascade Locks Interchange along the south side of the freeway to Herman Creek Road Interchange. An overpass structure is provided at Station 247 to connect this frontage road to the Old Columbia River Highway leading into Cascade Locks.

We see no necessity for a frontage road from the Fish Hatchery, Station OX-225 easterly to Station OX-249. If it can be economically justified, the frontage road may be extended from Station OX-249 to Station OX-236 to serve the parcel of private property.

We recommend that AASHO Secondary Road Design Standards be used in determining the necessary width of frontage roads and crossroad structures. The approved Herman Creek Road Interchange layout notes that the 1975 ADT over this road will be in the neighborhood of 400 vehicles. AASHO Standards indicate that a desirable roadway width for the traffic volumes predicted should be 20'. Clear structure width should be 24'.

The stationing for the overcrossing structure between East Cascade Locks Interchange and Herman Creek Road Interchange, as indicated on the title, seems to be in conflict with the stationing shown on the plan sheet No. 4.

We believe that a plan-in-hand inspection of the project by a representative of this office, accompanied by your Mr. Ed Morelock, is desirable and should be undertaken soon.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
FEB 19 1959

RECEIVED
JAN 29 1959
FOR FILING

Salem, Oregon
January 23, 1959

MISC. CONTRACTS and AGREEMENTS No. 2028

Supplemental Throughway Agreement
Cascade Locks-Wyeth Section
Columbia River Highway
Hood River County

595

Mr. C. G. Swenson
Engineer, City & County Relations
O f f i c e

Attention: John D. Graham
Office Engr., City & County Relations

Attached is a conformed copy of a supplemental throughway agreement with Hood River County covering the Cascade Locks-Wyeth Section of the Columbia River Highway in Hood River County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Hood River County.

Secretary

rn
Attach: 1

RECEIVED
JAN 17 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTE:
W. C. WILLIAMS

Salem, Oregon
January 16, 1959

SUBJECT: Cascade Locks-Wyeth Section
Cascade Locks Bypass Section
Columbia River Highway
Hood River County

To: Mr. S. M. Mayhew
Right of Way Supervisor
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

This is with reference to your letter of January 14 which concerns a rumor that Mr. Williams and Mr. Paxson had made some statement leading the property owners to believe that the negotiation policy of this Department was to pay appraisal plus ten per cent.

Please be advised that any such construction of statements which might have been made is completely unwarranted. An appraisal plus ten per cent would violate the instructions upon which this Department operates, would be in direct violation of Bureau regulations governing acquisition of rights of way, and would be in gross violation of any tenet of ethics and in the poorest faith with other property owners with whom we deal everywhere.

An immediate and vigorous effort should be made to flatly and publicly refute any such misunderstanding.

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

cc Mr. W. C. Williams ✓
Mr. G. S. Paxson
with photo copy of
Mr. Mayhew's letter

RECEIVED
JAN 16 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-30 2000 9-51 60210

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

January 14, 1959

RECEIVED
JAN 16 1959
LEGAL DEPT.

SUBJECT:

To: Mr. Walter Wright
Right of Way Engineer
Salem, Oregon

Cascade Locks Wyeth -
Cascade Locks Bypass
Columbia River Highway

NOTED
D. H. MOEHRING

We have been told in the field that a public meeting was held sometime in the past, attended by Mr. W. C. Williams and Mr. Paxton and that some statement that they made has been interpreted, by land owners and others in this area, that the appraisal and negotiating policy of the department was to stand on the appraisal as made,— plus 10% for inconvenience and classified items.

The results in some cases is that after the amount that we are willing to offer to recommend has been given, that the grantor immediately begins to figure that it is legitimate to add on the 10%. I give you this information merely for what it is worth and further state that I do not believe it.

S. H. Maybew

SHM:gp

NOTED
W. T. WRIGHT

RECEIVED
DEC 11 1958
FOR FILING

Court
RW
Ord R Hwy (copy)

Salem, Oregon
December 9, 1958

MISC. CONTRACTS and AGREEMENTS No. 2038

Throughway Agreement
Cascade Locks-Wyeth Section
Columbia River Highway
Hood River County

Mr. C. G. Swenson
Engineer, City & County Relations
Office

563

Attention: John D. Graham
Office Engr., City & County Relations

Attached is a conformed copy of a throughway agreement with Hood River County covering the Cascade Locks-Wyeth Section of the Columbia River Highway in Hood River County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Hood River County.

Secretary

FH
Attach: 1

RECEIVED
DEC 1 1958
FOR FILING

November 28, 1958

(513)

W. M. M. Brown
District Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Dear Sir:

Some time ago Mr. Paxson discussed with Mr. Boysinger the proposal which Mr. Bunjer and our Mr. Cooper had tentatively agreed on for railroad and highway line changes in the Cascade Locks-Wyeth section of the Columbia River Highway. I believe that at that time he left a print from our map showing the general features of the proposed revisions at a scale of 1" = 400'. In the event this map is not in your files, I am enclosing an extra copy.

In carrying out this proposal we have drawn up a tentative draft of an agreement setting forth what each party is to do. I am attaching two copies of this tentative draft which I would appreciate you examining and letting me have your comments.

In the relocations near Wyeth we find that a portion of the property which the Railroad Company would turn over to the State in exchange for the property which we would acquire and deliver to the Railroad was covered by previous easements under an agreement dated in November 1951. It would seem that the simplest way to effect a transfer would be to cancel these easements in the 1951 agreement and include the entire area in a new instrument.

On beyond the easterly end of the property transfers necessary for the Wyeth line revision is another section shown as Parcel 7, Right of Way File 84567, which was partially covered by the 1951 agreement. I would suggest that this also be cancelled out of that agreement and made a part of the new instrument. I am enclosing two prints from our drawing showing these two sections near Wyeth.

I am also attaching two copies of descriptions which will cover the areas not only at the Wyeth line change but also at the Ranger Slide and Beacon Rock locations.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. H. Stephenson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. G. H. Paxson
Mr. Tom Edwards
Mr. R. L. Porter
Attachs.

CEP:gs

FORM B-30 500M 6-58 19046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 25, 1958

SUBJECT: File No. 24567 - Union Pacific Company
East Cascade Locks-Wyeth Section
Columbia River Highway
Hood River County

To: Mr. G. S. Paxson
Assistant State Highway Engineer

O f f i c e

We forward herewith, for your further handling, several copies of a map and revised description of subject encroachment on the Union Pacific Company operating properties east of Cascade Locks.

Walter T. Wright
WALTER T. WRIGHT
Assistant Right of Way Engineer

WTW: zg

Attachments

RECEIVED
NOV 25 1958
OFFICE OF
STATE HIGHWAY ENGINEER

DESCRIPTION ONLY

O. W. R. & N. Company

East Cascade Locks-Wyeth

Hood River County

File No. 24567
RR 11-19-58
6B-35-5 6B-35-6

Columbia River Highway

Right of Way

PARCEL NO. 1

A parcel of land lying in Section 4 and Section 5, Township 2 North, Range 8 East, W.M., and in Section 33, Township 3 North, Range 8 East, W.M., Hood River County, Oregon, and being a portion of the right of way of the O. W. R. & N. Company; the said parcel being all of the right of way of said O. W. R. & N. Company lying within the following subdivisions:

Lot 4 of said Section 4, Lot 3 and the Northeast quarter of the Southeast quarter (NE¼ SE¼) of said Section 5, Township 2 North, Range 8 East.

ALSO that portion of the right of way of the O. W. R. & N. Company situated in the Northwest quarter of the Southeast quarter (NW¼ SE¼) of said Section 5, Township 2 North, Range 8 East, W.M., lying Southerly of the following described line:

Beginning on the Southerly right of way line of said railroad at a point 50 feet Southerly from (when measured at right angles to) the center line of the relocated main track of the O. W. R. & N. Company at railroad Station 305+10.54; thence Easterly parallel to said center line to a point 50 feet Southerly from (when measured radially to) said center line at railroad Station 315+00; thence Northerly radially to said center line 10 feet; thence Easterly parallel to and 40 feet Southerly of said center line, 410 feet, more or less, to the East line of said Northwest quarter of the Southeast quarter (NW¼ SE¼).

ALSO that portion of the right of way of the O. W. R. & N. Company situated in the Northwest quarter of the Northwest quarter (NW¼ NW¼) of said Section 4, Township 2 North, Range 8 East, W.M., and in Lot 4, said Section 33, Township 3 North, Range 8 East, W.M., lying Southeasterly of a line which is parallel to and 40 feet Southeasterly of the center line of the relocated main track of the O. W. R. & N. Company.

The center line of the relocated main track of the O. W. R. & N. Company herein referred to being described as follows:

Beginning at Engineer's center line Station 305+10.54, said Station being 859.86 feet South and 2585.85 feet West of the East quarter corner of said Section 5; thence 360 feet on a spiral curve left through a spiral angle of 2° 32' 06" to Station 308+70.54, the beginning of a 1° 24' 30" curve left (the tangent to said curve at Station 308+70.54 bearing North 68° 13' 27" East); thence 2927.90 feet on said 1° 24' 30" curve left to Station 337+98.44, the beginning of a spiral curve left (the tangent to said curve at Station 337+98.44 bearing North 26° 59' 22.5" East); thence 60 feet on said spiral curve left through a spiral angle of 0° 44' 51" to Station 338+58.44, the beginning of a 1° 15' 30" curve left (the tangent to said curve at Station 338+58.44 bearing North 26° 14' 31.5" East); thence 273.58 feet on said 1° 11' 30" curve left to Station 341+32.02, the beginning of a spiral curve left (the tangent to said curve at Station 341+32.02 bearing North 22° 58' 55" East); thence 300 feet on said spiral curve left through a spiral angle of 1° 47' 15" to equation Station 344+32.02 Back equals 344+51.20 Ahead (the tangent to said spiral at Station 344+32.02 Back equals 344+51.20 Ahead bearing North 21° 11' 40" East); thence North 21° 11' 40" East, 209.90 feet to Station 346+61.10, the beginning of a spiral curve right; thence 630 feet on said spiral curve right through a spiral angle of 7° 30' 27" to Station 352+91.1 the beginning of a 2° 23' curve right (the tangent to said curve at Station 352+91.1 bearing North 28° 42' 07" East); thence 228.99 feet on said 2° 23' curve right to Station 355+20.09, the beginning of a spiral curve right (the tangent to said curve at Station 355+20.09 bearing North 34° 09' 33" East); thence 630 feet on said spiral curve right through a spiral angle of 7° 30' 27" to equation Station 361+50.09 Back equals 362+58.00 Ahead on the existing railroad center line; thence North 41° 40' East, 742 feet to Station 370+00.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 10.8 acres.

PARCEL NO. 2

A parcel of land lying in Lot 4 of Section 34, Township 3 North, Range 8 East, W.M., Hood River County, Oregon, and being a portion of the right of way of the O. W. R. & N. Company; the said parcel being that portion of said railroad right of way situated in said Lot 4 lying Southerly of a line which is parallel to and 50 feet Southerly of the center line of the relocated main track of the O. W. R. & N. Company, which center line is described as follows:

Beginning at Engineer's center line Station 410+92.47, said Station being 2360.12 feet North and 210.79 feet West of the Southwest corner of said Section 34; thence 390 feet on a spiral curve right through a spiral angle of 2° 57' 27" to Station 414+82.47, the beginning of a 1° 31' curve right (the tangent to said curve at Station 414+82.47 bearing North 84° 08' 27" East); thence 251.21 feet on said 1° 31' curve right to Station 417+33.68, the beginning of a spiral curve right (the tangent to said curve at Station 417+33.68 bearing North 87° 57' 03" East); thence 390 feet on said spiral curve right through a spiral angle of 2° 57' 27" to Station 421+23.68 (the tangent to said spiral at Station 421+23.68 bearing South 89° 05' 30" East); thence South 89° 05' 30" East, 1234.43 feet to Station 433+58.11 the beginning of a spiral curve right; thence 210 feet on said spiral curve right through a spiral angle of 0° 54' 36" to Station 435+68.11, the beginning of a 0° 52' curve right (the tangent to said curve at Station 435+68.11 bearing South 88° 10' 54" East); thence 377.50 feet on said 0° 52' curve right to Station 439+45.61, the beginning of a spiral curve right (the tangent of said curve at Station 439+45.61 bearing South 84° 54' 36" East); thence 210 feet on said spiral curve right through a spiral angle of 0° 54' 36" to equation Station 441+55.61 Back equals 442+50.0 Ahead (the tangent of said spiral at said equation bearing South 84° East.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 4.9 acres.

PARCEL NO. 3

A parcel of land lying in Lot 3 of Section 34, Township 3 North, Range 8 East, W.M., Hood River County, Oregon; the said parcel being described as follows:

Beginning on the West line of said Lot 3 at a point 280 feet South (when measured along said West line) from the center line of the main track of the O. W. R. & N. Company; thence Easterly in a straight line to the East line of said Lot 3, at a point 380 feet South (when measured along said East line) from the center line of said main track; thence North along said East line, 280 feet, more or less, to its intersection with a line which is parallel to and 100 feet Southerly of the center line of the relocated main track of the O. W. R. & N. Company; thence Westerly parallel to and 100 feet Southerly of the center line of said relocated main track; to the West line of said Lot 3; thence South along said West line 375 feet, more or less, to the point of beginning.

The center line of the relocated main track herein referred to being described in Parcel No. 2.

The parcel of land to which this description applies contains 10.0 acres, more or less.

PARCEL NO. 4

A parcel of land lying in Lot 3 of Section 34, Township 3 North, Range 8 East, W.M., Hood River County, Oregon; the said parcel being described as follows:

Beginning at the Southeast corner of Parcel No. 3, said corner being on the East line of said Lot 3, at a point 380 feet South (when measured along said East line) from the center line of the main track of the O. W. R. & N. Company; thence Westerly along the Southerly line of Parcel No. 3, a distance of 160 feet; thence Southeasterly in a straight line to the East line of said Lot 3, at a point 190 feet South (when measured along said East line) from the point of beginning; thence North 190 feet to the point of beginning.

The parcel of land to which this description applies contains 0.35 acre.

PARCEL NO. 5

A parcel of land lying in the Northeast quarter of the Northeast quarter (NE¼ NE¼) of Section 2, Township 2 North, Range 8 East, and in Lots 1 and 2 of Section 35, Township 3 North, Range 8 East, W.M., Hood River County, Oregon; the said parcel being described as follows:

Beginning at a point on the South line of said Section 35, said point being the intersection of said South line with a line which is parallel to and 650 feet West of the East line of said Section 35; thence North along said parallel line to its intersection with the Northerly right of way line of the O. W. R. & N. Company; thence Westerly along the Northerly right of way line of the O. W. R. & N. Company parallel to and 50 feet from the center line of the main track, a distance of 730 feet, more or less, to a point 50 feet Northeasterly from (when measured at right angles to) said railroad center line at railroad Station 512+45.2; thence Westerly in a straight line to the Southerly right of way line of said railroad, at a point 50 feet Southwesterly from (when measured radially to) the center line of said railroad at Railroad Station 510+42.7; thence Easterly along said Southerly right of way line parallel to and 50 feet from said railroad center line, a distance of 830 feet, more or less, to its intersection with the South line of said Section 35; thence East along the South line of said Section 35, a distance of 175 feet, more or less, to the point of beginning.

ALSO all of the right of way of the O. W. R. & N. Company lying with the Northeast quarter of the Northeast quarter (NE¼ NE¼) of Section 2, Township 2 North, Range 8 East, W.M.

The parcel of land to which this description applies contains 2.4 acres.

PARCEL NO. 6

A parcel of land lying in Section 36, Township 3 North, Range 8 East, W.M., Hood River County, Oregon; the said parcel being described as follows:

Beginning at the Southwest corner of said Section 36; thence North 86° 40' 10" East, a distance of 1325.5 feet to a point 540 feet Southerly from (when measured at right angles to) the center line of the relocated main track of the O. W. R. & N. Company at railroad Station 536+84.3, which center line is described in Parcel No. 4; thence North 77° 30' 20" East, a distance of 992.05 feet to a point 200 feet Southerly from (when measured at right angles to) said center line at railroad Station 546+71; thence North 89° 42' 30" East, a distance of 742.93 feet to a point 39 feet Southerly from (when measured at right angles to) said center line at railroad Station 554+00; thence South 77° 03' 30" East, 39 feet Southerly from and parallel to said center line, a distance of 1463 feet to the South line of said Section 36; thence North 89° 35' 10" West, along the South line of said Section 36, a distance of 4460.7 feet to the place of beginning.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 16.23 acres.

PARCEL NO. 7

A parcel of land lying in the Northeast quarter of the Northeast quarter (NE¼ NE¼) of Section 1, Township 2 North, Range 8 East, and in Lot 3 of Section 6, Township 2 North, Range 9 East, W.M., Hood River County, Oregon; the said parcel being described as follows:

Beginning at the intersection of the North line of the Northeast quarter of the Northeast quarter (NE¼ NE¼) of said Section 1 with the Southerly right of way line of the O. W. R. & N. Company, said intersection being approximately 1100 feet West of the Northeast corner of said Section 1; thence East along the North line of said Section 1, a distance of 280 feet, more or less, to a line which is parallel to and 39 feet Southerly of the center line of the O. W. R. & N. Company main track as relocated in 1952; thence Easterly parallel to and 39 feet Southerly of said railroad center line, a distance of 1950 feet, more or less, to the East line of Lot 3 of said Section 6; thence South along said East line 15 feet, more or less, to the Southerly right of way line of the O. W. R. & N. Company; thence Westerly along said Southerly right of way line, a distance of 2300 feet, more or less, to the place of beginning.

The center line of the O. W. R. & N. Company main track as relocated in 1952 is described as follows:

Beginning on the existing center line of the O. W. R. & N. Company track at Engineer's center line Station 573+83.58, said Station being 45.64 feet North and 883.77 feet West of the Northwest corner of said Section 6; thence South 77° 54' 30" East, 343.59 feet to Station 577+27.17, the beginning of a spiral curve to the left; thence 420 feet on said spiral curve left through a spiral angle of 4° 12' to Station 581+47.17, the beginning of a 2° curve to the left (the tangent to said curve at Station 581+47.17 bearing South 82° 06' 30" East); thence 747.5 feet on said 2° curve left to Station 5[illegible]+94.67; thence 420 feet on a spiral curve to the left through a spiral angle of 4° 12' to Station 593+14.67 (the tangent to said spiral at Station 593+14.67 being North 78° 44' 30" East); thence North 78° 44' 30" East, 2406.64 feet to Station 617+21.31, the beginning of a spiral curve to the right; thence 150 feet on said spiral curve right through a spiral angle of 0° 45' to Station 618+71.31, the beginning of a 1° curve to the right (the tangent to said curve at Station 618+71.31 bearing North 79° 29' 30" East); thence 743.06 feet on said 1° curve right to Station 626+14.37, the beginning of a spiral curve to the right; thence 240 feet on a spiral curve to the right through a spiral angle of 3° 48' to Station 628+54.37, the beginning of a 2° 20' curve to the right (the tangent to said curve at Station 628+54.37 bearing South 89° 16' 40" East); thence 768.75 feet on said 2° 20' curve right to Station 636+23.12; thence 390 feet on a spiral curve to the right through a spiral angle of 4° 33' to Station 640+13.12 (the tangent to said spiral at Station 640+13.12 being South 66° 47' 25" East); thence South 66° 47' 25" East, 200 feet to Station 642+13.12, the beginning of a spiral curve to the left; thence 420 feet on said spiral curve left, through a spiral angle of 4° 12' to Station 646+33.12, the beginning of a 2° curve to the left (the tangent to said curve at Station 646+33.12 bearing South 70° 59' 25" East); thence 632.15 feet on said 2° curve left to Station 652+65.27; thence 420 feet on a spiral curve to the left through a spiral angle of 4° 12' to Station 656+85.27 (the tangent to said spiral at Station 656+85.27 being South 87° 50' East); thence South 87° 50' East, 901.86 feet to Station 665+87.13, the beginning of a spiral curve to the left; thence 240 feet on said spiral curve left, through a spiral angle of 1° 48' to Station 668+27.13, the beginning of a 1° 30' curve to the left (the tangent to said curve at Station 668+27.13 bearing South 89° 38' East); thence 179.17 feet on said 1° 30' curve left to Station 670+06.30; thence 240 feet on a spiral curve to the left through a spiral angle of 1° 48' to Station 672+46.3 (the tangent to said spiral at Station 672+46.3 being North 85° 52' 45" East); thence North 85° 52' 45" East, 200 feet to Station 674+46.30, the beginning of a spiral curve to the right; thence 330 feet on said spiral curve right, through a spiral angle of 6° 36' to Station 677+76.3 which Station equals Station 680+32.51 on the existing railroad center line, said Station 680+32.51 on said existing railroad center line being a point on a 4° curve to the right (tangent to said curve at Station 680+32.51 being South 87° 31' 15" East), Station 680+32.51 being 512.15 feet North and 2603.33 feet East of the Southwest corner of Lot 4, Section 5, Township 2 North, Range 9 East, W.M.; thence Easterly along said existing railroad center line on a 4° curve to the right, a distance of 300 feet to Station 683+32.51 point on a curve.

The parcel of land to which this description applies contains 4.0 acres, more or less.

fd/mc

RECEIVED
NOV 25 1958
FOR FILING

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

A. H. BAKER
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

NOVEMBER 24, 1958

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Referring to your inquiry of November 10th concerning status of grade crossing over the railroad near the intersection of Herman Creek Road with the Columbia River Highway on the Cascade Locks - Wyeth Section;

This will confirm information previously given you verbally by my office, that our records indicate the crossing near Railroad Station 349+00 is a private crossing. Crossings were reserved in right-of-way acquisitions in 1885 and 1897. In 1931 the use of the crossing was covered by a license agreement between Oregon-Washington Railroad & Navigation Company, E. H. Mahony and Del Bradburn, dated July 17, 1931, Recorded in Hood River County Deed Records, Book 23, Page 163.

From the above, there would appear to be no question as to the private status of the crossing, and no P.U.C. authority should be necessary.

Yours very truly,

R. M. Brown

R. M. Brown,
Division Engineer

RECEIVED
NOV 26 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
NOV 14 1958
FOR FILING

November 10, 1958

Mr. R. M. Brown
District Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 5, Oregon

Dear Sir:

I am attaching a print from our Sheet No. 6 of the plans for the Cascade Locks-Wyeth Section of the Columbia River Highway in Hood River County. This sheet shows the new highway and new railroad alignment near the east end of the Ranger Slide relocation.

At present there is a road leading from the north across your track and joining our present highway at the point where the present Herman Creek Road comes in from the south. Your new railroad alignment will cross this road at a different point than the present crossing and, if this is a public road, we will require a Public Utility Commissioner authorization for the establishing of the new crossing. If it is a private road, it would be a matter entirely between the Railroad Company and the people served by the road and would probably be covered by a private-road permit. Your advice as to the status of this road would be appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:pgm
Attach.

cc Mr. W. C. Williams

RECEIVED
OCT 31 1958
FOR FILING
I-80N-24
1-291

Salem, Oregon
October 30, 1958

BPR authorization to proceed with acquisition of rights of way

Mr. R. L. Porter
Right of Way Engineer
Office

As of June 5, 1957, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described project:

Cascade Locks-Wyeth Section of the Columbia River Highway (Interstate Route No. 80-N) in Hood River County. Stations 193 to 515. Maps 6B-35-5 and 6B-35-6. Prefix 614-2503.

S. H. Probert
Office Engineer

SHP:cr

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FORM E-30X—50M—6-58—13046
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 3, 1958
Salem Office

SUBJECT: East Cascade Locks-Hyath Sec.
Columbia River Highway

To: Mr. Floyd Scott
Right of Way Description Engineer
O f f i c e

Please find attached hereto a copy of Mr. Paxson's letter to Mr. Leonard I. Lindas, dated October 2, 1958, and also an exhibit map, which has been prepared for a future agreement with the Union Pacific Railroad Company, on which is shown in red the property which we desire to obtain and then convey to Union Pacific Railroad Company, and in yellow the property which Union Pacific Railroad Company now claims to own but which they, in turn, will deed to the State.

I would appreciate it if you could, at your earliest convenience, have proper descriptions prepared for each of the parcels colored in red and also for the parcels colored in yellow so that we can proceed with the acquisition of the needed property and the agreement with Union Pacific Railroad Company.

FRANK C. McKINNEY
Chief, Office Section

FCMcK:RN
ENCL.
cc: Mr. G. S. Paxson
Mr. L. I. Lindas
Mr. R. L. Porter

NOTED
G. S. PAXSON

RECEIVED
OCT 6 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 6 1958
FOR FILING

I-N-1(0-4)
6511

Salem, Oregon
October 1, 1958

Cascade Locks-Wyeth Unit,
Columbia River Highway,
Hood River County

Mr. Leonard I. Lindas
Chief Counsel

We have informally agreed with Mr. J. A. Bunjer, Chief Engineer of the Union Pacific Railroad Company, on an exchange of property in the Cascade Locks-Wyeth Unit of the Columbia River Highway in Hood River County, so that the Highway Department may use a portion of the present railroad right of way.

For some reason Mr. Bunjer is anxious that there will be no cash payment to the Railroad Company, probably on account of the change in capital investment if such payment were made. In lieu of this, we are to acknowledge money due the Railroad and apply this in a railroad line change near Vienta is a future project. Mr. Bunjer requests that we initiate the preparation of an agreement covering the present project.

On the 21st of November, 1951, we entered into an agreement with the Railroad Company which is similar in some ways and can serve as a model for the proposed agreement covering this project. This prior agreement was our Railroad Agreement No. 382. The following points should be covered in the agreement:

RECITALS

1. The State is reconstructing the Columbia River Highway in a section between Cascade Locks and Wyeth in Hood River County and in this reconstruction is converting the existing highway to a four-lane freeway.

2. In a section near the U. S. Ranger's station (specifically between approximately Railroad Stations307 and 367), the State desires to use certain portions of the existing railroad right of way and the State has offered to relocate and reconstruct the railroad facilities so as to make available the existing railroad right of way and its use.

3. In a section near Beacon Rock (specifically between approximately Railroad Stations 418 and 440) Railroad's existing alignment is

on reversing curves that Railroad desires to eliminate by relocating and reconstructing its facilities and State has in this neighborhood excess material from its highway construction which can be used for railroad embankment in the revised location.

4. Near Wyeth (specifically between approximately Railroad Stations 503 and 574) the Railroad's existing alignment is on excessive curvature which Railroad desires to eliminate by relocating and reconstructing its facilities and State has excess material in this neighborhood which can be used for the railroad embankment on the revised location.

The agreement should cover the following points:

1. Map. The Oregon State Highway Department map entitled "Exhibit Map for agreement with Union Pacific Railroad Company", dated September 1958, is referred to and should be a part of this agreement. It is hereafter called "Location Map".

2. Exchange of Lands.

(a). Ranger Slide Railroad Relocation. The State will acquire, at its own expense, fee simple title to the lands outlined in red on the attached location map and will convey this title to the Railroad Company (Oregon-Washington Railroad & Navigation Company) by a deed in form and substance satisfactory to the Railroad. The State, at its own expense, will prepare descriptions of the property and make or obtain any surveys necessary therefor. State will furnish to the Railroad Company title insurance insuring the Railroad Company unincumbered fee simple title.

The Railroad Company will deed to the State the area of its present right of way as shown outlined in yellow on the attached map.

(b). Beacon Rock Railroad Relocation. The same conditions, as far as exchange of property is concerned, detailed above for the Ranger Slide relocation shall apply.

(c) Wyeth Railroad Relocation. The same conditions detailed above for the Ranger Slide relocation, as far as exchange of property is concerned, shall apply.

3. Relocation of Railroad.

(a) Ranger Slide Railroad Relocation. The State will furnish material from its roadway excavation and will haul this material and deposit it in the embankment for the railroad relocation as shown on the Location Map. This embankment will be for a double-track railroad as shown on the cross sections on the Location Map. The northerly or outside 3 feet of the embankment will be made from select material containing as large a percentage of broken rock as is available in the highway excavation. The embankment shall be constructed up to the elevation of the subgrade of the railroad.

Upon completion of the embankment by the Highway Department's contractor, the Railroad will place ballast thereon and will lay its track on the new alignment and route its trains over this alignment. The Railroad Company will remove and salvage its existing railroad facilities which are replaced by the new location and will turn over the area to the State for the construction of its highway thereon. All work in connection with the railroad relocation at this site will be at the expense of the State and the State will reimburse the Railroad Company for such of its expenditures as are allowed and not prohibitied by the terms of B.P.R. Memorandum 30-3.

(b) Beacon Rock Railroad Relocation. At the Beacon Rock railroad relocation the State will include in its contract the hauling of material from its roadway excavation and depositing of it in the railroad embankment as shown on the Location Map. The Railroad Company will reimburse the State for all costs incurred in hauling material to the railroad embankment, for any excavation on the relocated railroad line necessary to make a completed railroad grade and for any drainage structure through the railroad embankment. Railroad with its own forces and at its own cost will prepare haul road crossing of railroad and provide flagmen at the crossing.

When the embankment is complete, the Railroad Company will lay its track on the new line and will remove the track and other facilities from the existing line and turn over the area now used by the existing line to the State for highway purposes. All costs for installing the new track and salvaging the existing railroad facilities will be borne by the Railroad Company.

(c) Wyeth Railroad Relocation. The same provisions as have been set up for the Beacon Rock railroad relocation will apply at the Wyeth railroad relocation.

4. Construction of Highway.

All work in the construction of the highway will be done by the State at its own expense and without expense to the Railroad Company. The general provisions as shown in Section 5 of the 1951 agreement cited above shall apply.

5. Maintenance.

(a) The State will, at its own expense, maintain its highway so as not to jeopardize or interfere with railroad operation.

(b) The Railroad, at its own expense, will maintain the relocated railroad facilities except that it is agreed that during a period of five years following the completion of the relocated facilities at the Ranger Slide location, the expense of maintaining this section will be greater than normal because of settlement and subsidence and therefore the State agrees that during this period it

will pay to the Railroad the expense of maintaining the relocated facilities insofar as that expense exceeds the normal maintenance expense previously experienced by Railroad.

(c) The State will not assume any responsibility or expense for the maintenance of the relocated railroad facilities at the Beacon Rock relocation or at the Wyeth relocation.

6. Safety Measures.

The provisions (a) to (j), inclusive, of the 1951 agreement will apply.

7. Indemnity.

The provisions of the 1951 agreement will apply.

8. Insurance.

The insurance provisions of the 1951 agreement will apply except that the limits on both public liability and property damage insurance shall be $200,000/$500,000.

9. Credit for Future Work.

It is anticipated that the Railroad's cost in laying its track and salvaging the existing track at the Ranger Slide location will exceed the cost to the State of hauling the material to the railroad embankment at the Beacon Rock railroad relocation site and the Wyeth railroad relocation site. It is the intention of Railroad and State that the Railroad will carry on its books the credit for its excess expenditures due from the State and that this credit shall be applied to the cost of hauling excess highway materials on a future highway project to a railroad relocation which Railroad desires to make near Vienta.

10. Timing.

The Railroad Company will agree to construct its track on all three of the relocated sections within six months after the embankment for these relocated sections is completed by the State and turned over to the Railroad Company. The Railroad will also, within this period of six months, remove from the existing location its existing railroad facilities.

It would be appreciated if you would draw up an agreement covering the above points and I would suggest that I have an opportunity to go over the draft before it is placed in final form.

GSP:gm
Attach.
cc Mr. W. C. Williams Mr. Tom Edwards

G. S. Paxson

RECEIVED
SEP 5 - 1958
FOR FILING

September 4, 1958

Oregon State Highway Commission

Gentlemen:

On August 14 a hearing was held at the Hood River County Courthouse over the adoption of the route for the Interstate Highway 5 from the East Cascade Locks Interchange to Viento. Only minor opposition developed at this hearing, and you have been furnished copies of the transcript.

As there was only minor objection to the route, it is my recommendation that the Highway Commission approve the route and grant authority for acquisition of right of way.

The matter will be on the agenda for your consideration at the meeting September 11 and 12.

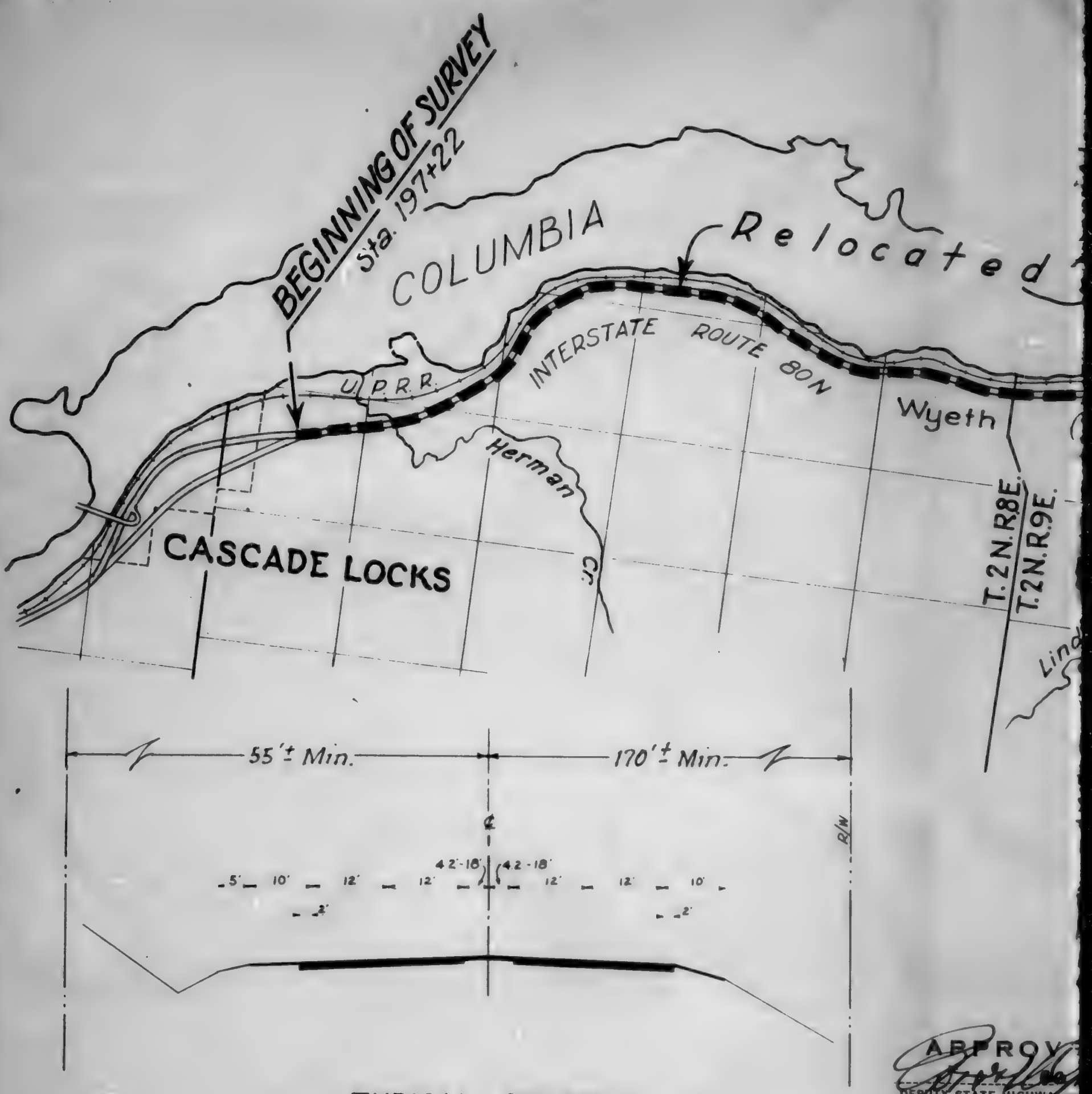
Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
(Survey approval map)

cc Mr. Tom Edwards
Mr. R. L. Porter

FC:ms fn



TYPICAL SECTION

APPROV
DEPUTY STATE HIGHW
Date September 4

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

CASCADE LOCKS - VIENTO SECTION

COLUMBIA RIVER HIGHWAY

HOOD RIVER COUNTY

Scale 1" = 1 mi. Sept., 1958

DWG. NO. IR-5-1197

For Details See Dwg. No. 6B-35-5, 6, 7. Aug., 1958

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date September 4, 1958

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FOR FILING

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6541

Omaha - August 26, 1958
OW-27-25

Mr. D. F. Wengert - Portland (2)

(CC- Mr. E. H. Bailey - Omaha)

Referring to my letter of April 8th to Mr. Bailey, copy to you, showing five locations between Cascade Locks and Viento where line changes were contemplated, one being between Mile Post 45.3 and 46.3 at the request of the State of Oregon at their expense account Interstate Highway construction program and several other locations where we have made tentative arrangements with the Highway Department that they will place their excess excavation material from the Interstate construction at locations agreed upon by the railroad for our use in making line changes at a later date.

Edward's letter Sept 25

I am attaching hereto a statement that has been prepared by the Oregon Highway Department as a tentative outline of agreement together with their estimated cost of the railroad portion of the work at the locations other than the one mentioned, which will be at the expense of the State of Oregon.

We have been advised that the tentative construction program is based on some of these projects being started during 1958 and that the State of Oregon will submit these proposals through regular channels in the near future for handling.

Will you please arrange for the Division to expidite this work and, in order to see that it is in line with our plans, copy should be sent to my office when received so that they can be gone over on the ground if necessary with the Highway people and to minimize the delay.

In this instance the State of Oregon is being extremely cooperative in offering us this material in lieu of wasting it and since we will be able to benefit our line and reduce heavy curvature in practically every instance, and shorten the line, we should make certain that no delay is encountered that will delay their operations.

In all instances where the dirt is to be placed by the Highway Department for the benefit of the Railroad, we will furnish the flagmen and install the crossings for haul roads at Railroad expense.

You will be advised later for the procedure to handle this work accounting-wise.

J. A. [illegible]

Cascade Locks-Wyeth Interline

NOTED

Public Hearing, 2:00 P.M., August 14, 1958

Hood River County Court House, Hood River

Reconstruction of Columbia River Highway from

Cascade Locks to Viento State Park

The meeting was called to order by Mr. Forrest Cooper, Deputy State Highway Engineer. Also present were: Mr. Tom Edwards, Construction Engineer; Mr. Floyd Query, Assistant Secretary representing the State Highway Department. Mr. W. H. Schwiesow representing the U. S. Bureau of Public Roads, and Mr. Arvo Hukari, Hood River County Judge. Approximately 20 other interested persons were present. Judge Hukari opened the meeting.

JUDGE HUKARI: Ladies and gentlemen, you all know why we're here, in regards to the relocation of the Columbia River Highway from a point just east of Cascade Locks to a point near Viento Park. Mr. Cooper of the Highway Department, Mr. Edwards and Mr. Schwiesow of the Bureau of Public Roads are here to answer any questions that you may have in mind in regards to the relocation. These gentlemen here can give you all the facts and the whole story of the relocation plan.

MR. COOPER: Thank you very much, judge. As the judge told you, this is a hearing on a relocation of a part of a state highway from Cascade Locks to Viento. According to law we must hold hearings so that local people, either groups or individuals, may be heard. We have to start somewhere on everything so we work out a tentative plan which, of course, in this particular section, East Cascade Locks to Viento, amounts to the 4-laning of the existing route. In general, the newly constructed lanes will be adjacent to the existing lanes. During the course of construction the road will be converted to a freeway as it must under federal regulations for interstate highways. The hearing is involved only in that portion, as Judge Hukari told you, from a point just westerly of Herman Creek to Viento. It does not involve any other section. Other hearings will be held when other sections of the interstate route are to be considered. Also at a hearing of this type, we do not and cannot discuss individual rights of way problems for the obvious reason that we aren't around to that stage of the game yet and can not settle right of way transactions at a public meeting. The meeting is to hear the local people, what they have to say, anything they wish to put in the record. We will ask you to come forward and identify yourself by name so that Mr. Query, Assistant Secretary to the Highway Commission, can keep the record straight. This record will be transcribed and submitted to the Highway Commission along with engineering data after which the general route selection will be made. There are no decisions made at a meeting of this kind. It is for the purpose of having the public give their views as to any feature of this road. In order to get the meeting started I'll ask Mr. Edwards, our Construction Engineer, to go to the large map on the wall and explain to you the principal features of this proposition. He will tell you in rough detail what is proposed and the meeting will then be turned over to statements by anyone, but we must keep a record of the hearing so we ask that you come up and identify yourself.

MR. EDWARDS: Ladies and gentlemen, we have on the wall a sketch map drawn not exactly to scale but depicting the route of the present US30 which is to become Interstate 80. The red line on the map represents the route of the main highway throughout. (He points to map on the wall) The yellow represents the existing roads

in the Cascade Locks area east of the city limits of Cascade Locks. The yellow line going straight westerly on the map is the existing US30 through Cascade Locks. The yellow line at Herman Creek is the old Columbia River Highway which parallels the railroad tract at that area. The yellow line here is the Herman Creek Road and here is the county road leading westerly. I will explain to you the matter of service in this area. Part of the old highway is shown here in blue. A tentative plan, and these are tentative only in that they have not had the final approval of all the parties involved, is to have an interchange near the east city limits of Cascade Locks for service to the east from Cascade Locks and from the east to Cascade Locks. At that interchange will be a service road which will be built on a new line adjacent to the existing highway to a point where it crosses Herman Creek. At Herman Creek the proposed new highway bears away towards the river from the existing highway and the frontal road after it crosses Herman Creek will go off to the now existing highway in the vicinity of the ranger station and follow that around to the Herman Creek Road. The tentative plan not yet final is that all this blue road will be access free-access anywhere-with connections to the freeway at what we call the Farley slide. There will be an undercrossing here. (Points to map) If you were going into the Port Commission property you'd come down here. There will be an overcrossing of the facility east of Herman Creek. At Wyeth there will be a full 4-way interchange serving the area from east and west as a connection with the county road. This is rather involved here, (points to map) mainly that in the final design this will come around and come up right in to there so that you have your full 4-way direct service right onto the county road. This way involves, two-way traffic on one of the access legs to the freeway and those are always conducive to people entering the freeway from the wrong direction. At Viento Park we have the same four way service with service to the park area both north and south of the highway. We have a major problem at the ranger station slide. The plan is to move the railroad some 200 feet in this area right in here to make room for this interchange and build a new highway outside the slide area and correct that condition. At Beacon Rock we have excess material all the way around this hillside which we cannot use. That will be placed in a fill which, as far as we're concerned, is a waste area but will be used by the railroad to straighten their line at that point. The same is true in the vicinity of Gordon Creek, and Viento. We will dispose of excess material in a way in which the railroad can move over to straighten their tracks and will provide additional room for highway construction at those points. There will be four lanes, 12 foot lanes and 10 foot shoulders separated by an 8 foot median with a double faced metal barrier throughout. There may be some slight variance on the median width-we prefer a wider median than 8 feet-but it is necessary that we keep to a minimum throughout most of this area because of the excavation.

MR. COOPER: For those of you who might have come in late, we hold these hearings so that anyone who has any testimony to place in the record is at liberty to do so. The meeting is not for the purpose of settling engineering details but merely to explain in a general way what we intend to do and hear the local side of the picture, after which a record will be prepared for the Highway Commission where the final authority rests. With that, we will throw the meeting open to anyone who has anything to say. Once again I would ask you to help us by coming up so that we can get the record clear.

MR. HESGARD: G. N. Hesgard, Port of Cascade Locks. Inasmuch as you are moving the railroad, this is only a question, on the property belonging to the government (can't understand) you're going to take a lot of pond or the storage space of the Port of Cascade Locks sawmill. That is my question. What could be done on that score, where the railroad is moved out a couple of hundred feet there?

MR. COOPER: I don't know what you mean by what could be done. We are not moving out very far. We're moving out a minimum distance to get away from the Herman Creek slide. As you know, it's a troublesome thing. We're very tight against the railroad there and the slide is tight against us on the other side. We are moving out to get away from the slide area. In order to do that we have to move the Union Pacific to the north a little bit. It is true it will take a small amount of property along on the stream face of the railroad but actually it is a rather small amount. We've had a very troublesome condition there with that slide and we are moving now to try to get away from it. The other alternative would be to go in there and try to take a mountain down and we've had a little hard luck with that a few times.

MR. HESGARD: Will it affect the sawmill?

MR. COOPER: The sawmill is not in that immediate area, sir, is it?

MR. HESGARD: Yes, they have a pond there.

MR. COOPER: Yes, the pond is there, there's no question. It will take a little property along the railroad there. Thank you very much.

MR. SMITH: I'm Esson Smith and I would like to say a couple of words if I may. (can't understand) We have the storage pond Mr. Hesgard has spoken of, at least, and store all Cascade Locks Company logs in that position, and as your engineer has stated, you move the railroad track out 200 feet and it will take, I'm guessing now, about 100 feet of the property that we are now using for storage purposes. In adding to that, I believe that the present line of dolphins that are placed along the railroad fill to protect the logs from going aground will all have to be removed and replaced. So I just wanted that in the record. I haven't made up my mind definitely one way or the other how much we are going to be hurt but I did want it in the record that there is going to have to be some considerable work done in changing the storage after the state is done with it so that it is usable again.

MR. COOPER: Thank you very much, sir. Next gentlemen?

MR. WIGRAN: My name is V. S. Wigran, and I'm president of the Port of Cascade Locks. As you know, the property that's now occupied by the mill and the pond is owned by the Port Commission leased to the mill out there. Now this original lease to the mill property included the pond as well as the ground on which the mill stands and has sub-leased a portion. If the use involves anything being done on the Port property we are very anxious to know, very anxious to find out in what way it will affect the mill property, and, of course, the log pond is one of the best storage ponds, and if that's going to be interfered with in any way it's going to work a hardship on the mill and it's going to work a hardship for the Port. Now the Port is not in a position to negotiate because this property is under lease. In other words, we cannot deal directly with the Highway Commission because of the fact that we have leased this property. So any settlement will have to be made, any agreement made will have to be entered into with the Port and the people who are leasing the mill property. So don't you think that should be taken into consideration? We're very much interested in whether or not this is going to affect the mill pond in any way. If you take that mill pond there it will disrupt the present conditions and will work a hardship on the entire community. I think that covers that fairly well.

MR. COOPER: Thank you very much, sir.

VOICE: Do you have a survey?

MR. COOPER: Yes, we have a tentative survey. The present line that we have does not disturb themill. As I told you before, it does encroach somewhat on the pond. This will all have to be worked out on a mutual basis before we proceed with construction. I'm very happy to have your remarks on the matter.

VOICE: There are three pieces of property involved. One is the Port of Cascade Locks. The U.S. Forest Service has 40 acres and the acreage of Kendricks. The area of Kendricks and the Forest Service is all used in conjunction with Cascade Locks Port property. It all ties into one great big deal.

MR. REINHOLDT: My name is Lloyd Reinholdt. I'm Secretary-Treasurer of the Cascade Locks Lumber Company. My main purpose today is to find out if you have information as to just how much of this storage will be eliminated. We would like to know just how much, if any, of that area will be taken away or removed from usage. I have a map from the Port Commission here.

MR. COOPER: We cannot at a meeting of this kind, sir, settle right of way matters. We would gain nothing by attempting to work it out here. We will have to send our engineers in there to mark it out clearly on the ground and make a map that will depict the taking and remainder and other features.

MR. REINHOLDT: That's perfectly all right. One other question I wanted to ask you. Would you have any surplus material from this part here or that there? (Points to map)

MR. COOPER: No, I believe in this particular area it comes out about even.

MR. EDWARDS: In the area westerly of Beacon Rock the proposed plan which we have does not indicate any excess material.

MR. BONTA: My name is M. L. Bonta. Mr. Cooper, it is my understanding that this portion of line, this portion of the highway in which the mill is concerned will necessitate the moving of 21 to 23 poles. Well, what I mean is, this 21 poles is only one instance as far as the city light is concerned. We are going to be hurt. This project is going to work a hardship on the minicipality. I don't know whether a protest is in order as to the location of that particular section of line or not. If it is why I'd certainly like to make the protest at this time.

MR. COOPER: Have you any suggestions?

MR. BONTA: Well, nothing but it seems that any proposition which would be beneficial to the city of Cascade Locks or to the mill should be considered. As I say, I'm nota highway man but that's my opinion.

MR. COOPER: Thank you very much, sir. Anyone else?

MR. KARL ROSENBACK: (Record not clear) He asked the State to provide an equal amount of pond storage space for that which may be destroyed.

MR. COOPER: Thank you, sir.

MR. NICHOLS: Mr. Cooper, I'm Russell Nichols from Cascade Locks and I don't know if this will come up when you have a hearing in Cascade Locks or not but where the access goes into Cascade Locks, if the take-off could be taken back for a long ways without too much expense it would be an advantage to the community. So

that when people come in to get away from traffic where the road goes on where you go underneath the highway and back to the highway again between here and Portland I believe there is just one place you have to stop. You don't have to stop, you can come right into the traffic. That would be an advantage to our community. I think it will help us if we can have a long take off there before you get to where you have to turn off. Do you see what I mean? And then when they come out and go back on the highway fix it so we don't have a stop. In other words, drivers of big trucks eat their breakfast or drink their coffee, then they go out and don't have to break down their gears-if we can keep it from being on a hill. So that when they come out they can just keep right on going. It's just a suggestion that I think will help us and I think it should be considered.

MR. COOPER: Your points are well taken. I might tell you while we're on the subject that this east bound ramp you spoke of will be an acceleration lane type of access. The signs will be large and easy to read. Anyone else wish to be heard?

MR. BONTA: Will there be another hearing?

MR. COOPER: No, sir. Anyone else wish to be heard? (Pause) If no one else wishes to be heard we will declare the meeting closed at 2:40 p.m. Judge, I wish to thank you very much for your cooperation today. Thank you very much. The meeting is closed.

RECEIVED
OCT 31 1956
FOR FILING

FORM ESC—SOM—8-50—94654

F 80 A-2(1)43
6-41

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25th, 1956

SUBJECT: Location Prospectus
Cascade Locks-Viento Section
Columbia River Highway

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

Your letter of October 17th regarding the possibility of deviation from standards on the above-named project has been noted.

It is the intention to go over the complete interstate system with Bureau men with particular attention being paid to sections of our existing facilities which do not meet interstate standards.

The Bureau has indicated that such an inspection trip could be made shortly after the 1st of November. Such decisions will be made before extensive field work is done on these sections.

Tom Edwards
Construction Engineer

By D. J. Barbee
D. J. Barbee
Ass't. Construction Engineer

NOTED
FORREST COOPER

RECEIVED
OCT 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 18 1956
FOR FILING
Const
RW
Col. R. Hung

Salem, Oregon
October 17, 1956

Mr. Tom Edwards
Construction Engineer

Location Prospectus -
Cascade Locks-Viento
Section, Columbia River
Highway

I note the Location Prospectus for the Cascade Locks-Viento Section, US30, Hood River County, indicates that there will be some deviation from the standards set forth for this class of highway. Before proceeding with expensive surveys and designs, please have a meeting of the minds with the Bureau of Public Roads covering any points that might be questioned later.

Forrest Cooper
Deputy State Highway Engineer

FC:me

6
Old Highway
GOVT. LOCKS
RAPIDS
12 Existing Highway
PROPOSED INTERCHANGE
CASCADE LOCKS
Relocated Highway
40' E-E
South
City Limits
Relocate
40' E-E
South
R.7E
R.8E.

PROSPECTUS MAP

CASCADE LOCKS - VIEN

K.D. Limbacker Ass't Loc. Engr

SCALE: 1" = 2,000'

WYETH

PROPOSED INTERCHANGE

40' ℄ - ℄

South

32' ℄ - ℄ East Bound on Viaduct South

32' ℄ - ℄ Taper To 40' ℄ - ℄ South

C O L U M

40' ℄ - ℄ Taper 32 ℄ - ℄ South

Shellrock Mtn.

6

2

1

Gorton Cr.

Harphan Cr.

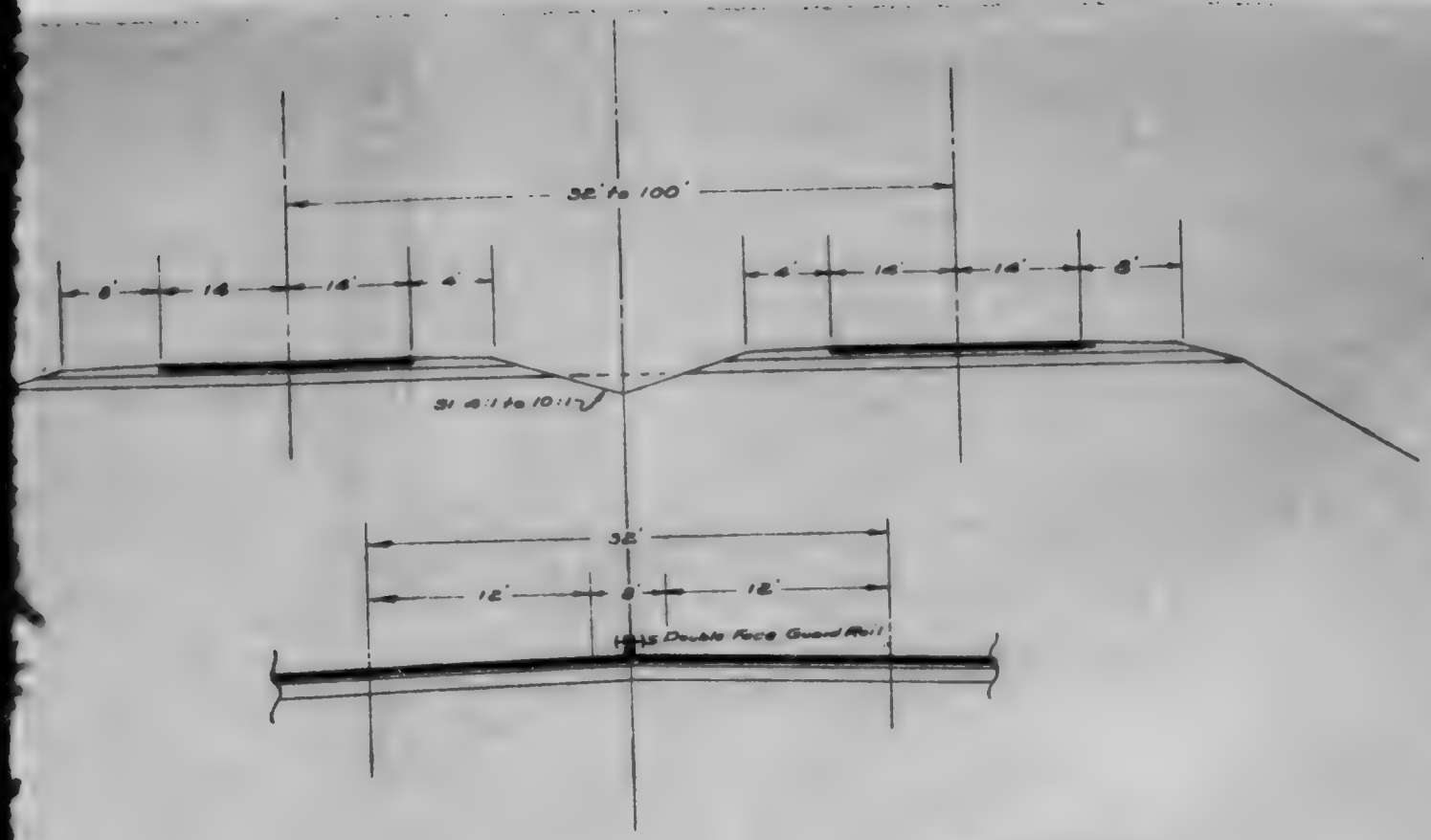
Summit Cr.

R 8 E
R. 9 E

Linds

TUS MAP
CKS - VIENTO
t. Lec Engr Oct. 1956
LE: 1" = 2,000'

52' to 100'
8'
14'
14'
6'
8'
38'
12'
8'
12'
52' ℄ - ℄
East Bound on
Viaduct
South
Taper To
40' ℄ - ℄
South
40' ℄ - ℄ Taper
52 ℄ - ℄
South
Shellrock Mtn.
COLUMBIA
RIVER
Lake
Summit
Cr.
Lindsey Cr.
Warren Cr.
Cabin Cr.
Starvation Cr.
Lindsey Creek
Park
Starvation Creek Park
Access and Egress
Eastbound Only
40' ℄ - ℄ South
6
5
3


32' to 100'
8'
14'
14'
4'
4'
14'
14'
8'
31.4:1 to 10:1
32'
12'
8'
12'
Hi-15 Double Face Guard Rail

RIVER
Lake
VIENTO
PROPOSED INTERCHANGE
VIENTO PARK
STARVATION CREEK PARK
T 3 N.
T 2 N.
40'
South
3
2
Warren Cr.
Caben Cr.
Starvation Cr.
Viento Cr.
NOTED
FORREST COOPER

S-47(8) Shady Cove Br. Sec., Crater Lake Hwy. 1965

#6542

RECEIVED
JUN 1 - 1966
FOR FILING
S-47(8)
6542

May 26, 1966

Pacific Concrete Company
P. O. Box 7648
Portland, Oregon 97220

Attention: G. Robert Bussanich
Office Manager

Gentlemen:

This is in reply to your letter of May 20 concerning the Cumming & Webber, Inc., Contract No. 6542 for structure of the Shady Cove Bridge Section on the Crater Lake Highway in Jackson County.

Final payment on this contract was mailed March 8, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:gc

PACIFIC CONCRETE COMPANY GENERAL CONTRACTORS

P.O. Box 7648
Portland, Oregon 97220

10401 N. E. Marx Street
ALpine 4-7315

May 20, 1966

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In your letter of February 7, 1966, you indicated that final payment would probably be made in February on Contract 6542, Shady Cove Bridge, Cumming & Webber, Inc. contractor.

Since we have a claim for $600.00 registered against this job, we would like to know the current status of the final payment.

Yours truly,

PACIFIC CONCRETE COMPANY

G. Robert Bussanich

G. Robert Bussanich
Office Manager

GRB:ew

Final payment #9,485.74, mailed 3-8-66
(Final Voucher #24787)

NOTED
C. W. HEAD

RECEIVED
MAY 23 1966
OREGON
STATE HIGHWAY COMMISSION

STATE COPY

Monthly transaction number 5-108	FORM PR-2A (5-61-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 9 6542	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 5-10-66	County Jackson
		Project number ER-103(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 3, 19 65, is hereby modified as follows:

Revised estimated total cost of project $ 473,605

Revised Federal funds $ 300,300.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10th day of May, 19 66.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

BY A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

USCOMM-DC 8120-P68

Oregon State Highway Department

Federal-Aid
Project No. ER-103(9)

SHADY COVE BRIDGE OF THE

CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and revised estimate of Structural Excavation Below Elevation Shown.)

Salem, Oregon, April 26, 1966

Type Code X061
Shady Cove Bridge (#084 B)(Sta. 1297+90.54 to Sta. 1301+49.68)(Contract No. 6542)

Remove Old Bridge	All Required		$ 20,000.00
Shoring, Cribbing, etc.	All Required		65,000.00
Structural Excavation	1,300 cu.yd.	$ 10.00	13,000.00
Structural Excavation Below Elevation Shown	350 cu.yd.	30.00	10,500.00
Class "A" Concrete (1,680 cu.yd.)	All Required		100,000.00
105' to 110' Type 4 Prestressed Beams	27 only	3,500.00	94,500.00
Metal Reinforcement (265,000 lb.)	All Required		40,000.00
Metal Parapet Railing, Single Pipe	360 lin.ft.	5.00	1,800.00
Pedestrian Handrail	360 lin.ft.	15.00	5,400.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	70 lin.ft.	5.00	350.00
6-inch Standard Steel Pipe	25 lin.ft.	15.00	375.00
	Subtotal		$350,925.00
	10% Engr. & Cont.		35,092.00
	Total		$386,017.00

Type Code 6201
Roadway Approaches to Shady Cove Br. (Sta. 1293+50 to 1297+90.54)(Sta. 1301+49.68 to 1309+38.72)(Contract No. 6509)

Clearing and Grubbing	All Required		$ 3,500.00
General Excavation, Unclass.	23,000 cu.yd.	$ 1.25	28,750.00
Trench Excavation, Unclass.	55 cu.yd.	3.50	192.50
Watering	120 M-gal.	4.00	480.00
Stone Base	4,000 cu.yd.	5.00	20,000.00
3/4" - 0 Material in Base	550 cu.yd.	5.50	3,025.00
3/4" - 0 Aggregate in Prime Coat	30 cu.yd.	6.00	180.00
RC-250 Asphalt in Prime Coat	5 ton	75.00	375.00
Class "B" Asphaltic Concrete	1,025 ton	13.00	13,325.00
12-inch Culvert Pipe	175 lin.ft.	4.50	787.50
Concrete Inlets, Type "C"	2 only	225.00	450.00
Concrete Curbs	11 cu.yd.	75.00	825.00
AC Concrete Driveways	75 sq.yd.	2.50	188.75
Extra for AC Concrete Approaches	6 only	35.00	210.00
Extra for AC Concrete Walks	220 sq.yd.	2.00	440.00

Guide Posts, W-1	13 only	$ 7.00	$ 91.00
Guide Posts, Y-1	20 only	8.00	160.00
Guard Rail	910 lin.ft.	4.50	4,095.00
Rail End Pieces	13 only	4.50	58.50
Extra Guard Rail Posts	30 only	12.00	360.00
			$ 77,473.25
Flagging (57½ of Contractor's Cost)	All Required		$ 500.00
Signing	All Required		300.00
			$ 800.00
Utility Work			
Work by Oregon-Washington Telephone Co.	All Required		$ 1,353.05
			$ 1,353.05
	Subtotal		$ 79,626.30
	10% Engr. & Cont.		7,961.70
	Total		$ 87,588.00

Length of Structure - - - - - - - - 0.068 Mile
Length of Roadway - - - - - - - - - 0.233 Mile
Total Length 0.301 Mile
Cost of Roadway Per Mile- - - - - $375,914.16

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Structure	$386,017.00	$244,900.00	$141,117.00
Roadway	87,588.00	55,400.00	32,188.00
Total	$473,605.00	$300,300.00	$173,305.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 549, Laws 1939.
State Funds for Maint.: Chap. 549, Laws 1939.

SHADY COVE BRIDGE SECTION

PROJECT NO. ER-103(9)

Estimated cost of work by Oregon-Washington Telephone Co.

Labor	$1,844.66
Materials	750.46
Salvage	(138.00)
Subtotal	$2,457.12
State Share 3/7	$1,053.05
Additional Work	
Labor	$ 300.00
100% State Share	300.00
Total	$1,353.05

RECEIVED
MAR 1 1966
FOR FILING

S-47(8)

6542

March 10, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Shady Cove Bridge Section
Project No. BR-109(9)

Dear Sir:

The above-mentioned project agreement estimate contains an item retained in authorized fund status of $300. We wish to release these funds to the unprogrammed balance leaving a total estimated cost of $465,355.00 with Federal funds of $296,400.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:er

cc: R. H. Chase

RECEIVED
MAR 1 - 1966
FOR FILING

S-47 (8)

6542

February 25, 1966

M. C. Lininger & Sons, Inc.
P. O. Box 1366
Medford, Oregon

Attention: W. J. Burgoyne
Credit Manager

Gentlemen:

This is to acknowledge receipt of a copy of your letter dated February 16 addressed to Mansfield & Company stating that Cumming & Webber, Inc., owes you a balance of $4,954.90 for work performed at the Shady Cove Bridge job.

From the description given, this appears to be in connection with Cumming & Webber, Inc., Contract No. 6542, for structure on the Shady Cove Bridge Section of the Crater Lake Highway in Jackson County. This contract was completed July 30, 1965, and was accepted by the Highway Commission on February 15, 1966.

The United Pacific Insurance Company through Mansfield Insurance Company, 1975 S. W. 5th Avenue, Portland, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon Law outlining the filing procedure.

In the meantime this information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
Attachments
cc: United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Mansfield Insurance Company
1975 S. W. 5th Avenue
Portland, Oregon

Cumming & Webber, Inc.
600 S. E. 181st Avenue
Portland, Oregon

Mr. Jackson
Mr. Simpson

NOTED ON CARD
Jan

M. C. LININGER & SONS, INC.

General Contractors

P. O. Box 1386 - Medford, Oregon

OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 17 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

February 16, 1966

Mansfield & Company
1975 S.W. 5th Avenue
Portland, Oregon

Gentlemen;

During the months of April, May and June , 1965, we performed certain services for Cummins & Webber Co. at the Shady Cove Bridge job.

The total amount of work we performed (which was mostly ready-mixed concrete) was $9,954.90.

Cummins & Webber have made a payment on this account of $5,000.00 on October 4, 1965---leaving an unpaid balance of $4,954.90.

It is our policy to inform both the bonding agent and The State Highway Department when a large amount is still outstanding on a contract.

We therefore wish to enter a claim for the amount mentioned above.... $ 4,954.90.

Ce please handle
F.C.

Very truly yours,

M. C. LININGER & SONS, INC.

BY: W. J. Burgoyne
W.J. Burgoyne, Credit Mgr.

WJB/hj
cc: State Hwy Bridge Dept.
Cummins & Webber

RECEIVED
FEB 17 1966
FOR FILING
S-47(8)
6542

February 17, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6542 awarded to Cumming and Webber, Inc., for the Shady Cove Bridge on the Crater Lake Highway in Jackson County was completed on July 30, 1965, and accepted by the Highway Commission on February 15, 1966.

Final payment in the amount of $9,485.74 will be released to the contractor in care of Security Bank of Oregon after February 25, 1966. The total contract amount is $365,332.19 including $371.84 for work performed under force account.

You have been advised previously of claims filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Cumming & Webber, Inc.
600 S.E. 181st Avenue
Portland, Oregon

Cumming and Webber, Inc.
% Security Bank of Oregon
316 S.W. 6th Avenue
Portland, Oregon
L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
FEB 16 1966
FOR FILING

S-47(8)

6542

February 15, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 30, 1965, on Contract No. 6542. The contract was with Cumming and Webber, Inc. and was for construction of the Shady Cove Bridge on the Crater Lake Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 15, 1966, and that you concur in this procedure at the Commission meeting on March 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
Ivan Merchant
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

RECEIVED
OCT 26 1965
FORM E-30X—50M—1-65 SP*6418-734
FOR FILING

S 17(3)
6542

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1965

To: Mr. G. E. Rohde
Chief Counsel
BUILDING

SUBJECT: D. E. Millard Complaint
Shade Cove Bridge Section
Crater Lake Highway
Jackson County

ATTENTION: Mr. F. C. McKinney

ROUTED
F B KLABOE

Regarding our conversation of October 21, 1965 concerning your problems on the subject project, attached find copies of letters along with some photos of the area in question which we have just received from Division 3.

This may be the information you need. If anything more is required let us know.

F. D. Morgan
Construction Engineer

By John H. Walker

John H. Walker
Assistan t Construction Engineer

JHW:fp
Attach.
cc F. B. Klaboe

RECEIVED
OCT 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 80M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 12, 1965

To: F. D. Morgan
Construction Engineer
S A L E M

Attention: E. A. Pease

SUBJECT: Erosion Complaint
D. E. Millard
Shady Cove Bridge Section
Crater Lake Highway
Jackson County

Please refer to my letter of October 4, 1965 on the above-named subject.

Mr. Harwood reported to this office by telephone on October 7, that the riprap and fill material was removed from the river as mentioned in my earlier letter. The area has been returned to the condition that existed prior to the erection of the Bailey Bridge.

For your information, there are attached two copies each of four photographs of the area in question. These were taken on September 29, 1965.

H. H. Patterson
DIVISION OFFICE ENGINEER

HHP:lf
Attach.

Routing

RECEIVED
OCT 13 1965
CONSTRUCTION
DIVISION

22-1-2

FORM E-20 ROM 5-60 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 4, 1965

To: F. D. Morgan
Construction Engineer
Salem, Oregon

SUBJECT: Erosion Complaint
D. E. Millard
Shady Cove Bridge Sec.
Crater Lake Highway
Jackson County

ATTENTION: E. A. Pease

Attached hereto in reply to your letter of September 17th is a copy of a report from Allan C. Harwood, Resident Engineer.

Mr. Harwood reported by telephone on this date that Mr. Stephen O. Wilson is supposed to be moving equipment in to remove the riprap and fill material from the River today. This work should be completed tomorrow or at least by Wednesday, September 6.

A report will be made of the completion of this work.

H. H. Patterson
Division Office Engineer

HHP:sb

attach.

Routing

Morgan
Docker
Bond
Barboo
Walker
Glenn
Swan
Price
Moreland
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
OCT 5 1965
CONSTRUCTION
DIVISION

FORM E-30 5M 3-63 41607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Ore
Sept 27, 1965

SUBJECT: Erosion Complaint
State vs. D.E. Millard
Shady Cove Bridge Sect.

To: Jay B. Boyd
Ass't Division Engr
Oregon State Hwy Dept
Roseburg, Oregon

In reply to your letter of Sept 20, 1965, the piling referred to in Mr. Deathrage's letter have been removed to wellbelow the stream bed. Some of the rip rap and fill material from the center crib still remains. I understand Mr. Everton has made arrangements with Mr Steve Wilson, owner of the property along the North bank of the river for removal of the rip rap from the middle of the river.

It does not appear to me very much if any scour has taken place since construction of the Bailey bridge was started. I will however take soundings to compare with soundings taken before construction of the bridge. Considerable scour has taken place however I am sure most of it occured during the December flood.

It appears to me from studying the right of way map, that D. E. Millarddoes not have any river frontage, at least not yet.

Allan C. Harwood
Res. Bridge Engr

RECEIVED
OCT 25 1965
FOR FILING
E-47(8)
6542

September 24, 1965

Cumming and Webber, Inc.
639 S.E. 181st Avenue
Portland, Oregon

#10

Gentlemen:

The State Highway Commission at its meeting today considered your request for an extension of the specified completion date from June 15, to July 30, 1965, to complete Contract No. 6542 for structure on the Shady Cove Bridge on the Crater Lake Highway in Jackson County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lhm

cc L. R. Chandler
Allan Harwood
Ivan Merchant
L. H. Young
C. H. Malcom
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

RECEIVED
JUN 22 1965 PM
7,8,9,10,11,12,1,2,3,4,5,6

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6542 (BR) Contractor Cumming and Webber

Highway Crater Lake

Section Shady Cove Bridge

Kind of Work Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

An unforeseen right-of-way delay, a delay occasioned by redesign of Bent 5, and a change in plans wherein the structure was opened to traffic prior to completion of all work on the project.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 6542 (BR)

Project designation S-47 (8) State-Federal

Date awarded February 2, 1965

Work started February 9, 1965

Per cent completed 75% June 18, 1965 Date

No. of Workdays Allowed to June 15, 1965

No. of Workdays Used to date

No. of Added Workdays Requested July 30, 1965

E—230 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 4, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~****~~workdays from June 15 ~~****~~days to July 30 ~~****~~days, within which to complete our Contract No. 6542, without the assessment of liquidated damages. The said contract is described as follows:

Shady Cove Bridge

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Feb. 9 - 1 week delay due to property owner not permitting entry.
Feb. 17- 4 weeks delay in redesign and revision at Bent 5 which delay in turn caused delay of 1 week at Easter flood.

Please refer to our letters of March 3, April 23, and June 1, 1965.

Respectfully submitted,

Cumming & Webber, Inc.
Contractor

By Lyle W Cumming

CONSENT OF SURETY

Date June 7, 1965, 19

We, UNITED PACIFIC INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By .....
L. W. Neff Attorney-in-fact
MANSFIELD & CO.
By .....
Resident Agent

(SEAL)

PORTLAND 28, OREGON

PHONE 666-3148

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
JUN 4 1965
FILE:

June 1, 1965

CERTIFIED MAIL

Mr. Allen Harwood
Resident Bridge Engineer
2692 North Pacific Highway
Medford, Oregon 97501

Gentlemen:

Re: Rocky Cove Bridge 06048
Contract #6342

On March 3, 1965 and again on April 23, 1965 we wrote to you regarding the progress and delays caused beyond our control, in connection with captioned contract.

As pointed out in the last paragraph of our letter of April 23rd, we experienced a further delay caused by the Easter-time floods, which might have been avoided had there not been a delay due to design change of Bent 5.

Therefore, complying with Section 8-8, Increase in Time for Performance of Contract, State of Oregon, Standard Specifications for the Highway Construction, we are asking your consideration of this, our formal request, for an extension of time of six weeks beyond the completion date as allowed in the contract.

Your acknowledgement and reply of this request will be very much appreciated.

Very truly yours,
[illegible] & [illegible], INC.
Wayne R. Lowell
Engr. Supt.

cc: Mansfield Insurance Company
C. Vernon Gliddon, Engr.

wrl/hlp

PORTLAND 12, OREGON

PHONE 668-3148

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
JUN 4 1963
FILE:

June 1, 1963

CERTIFIED MAIL

Mr. Allen Barnard
Resident Bridge Engineer
1602 North Pacific Highway
Medford, Oregon 97501

Gentlemen:

Re: Shady Cove Bridge 06018
Contract #6361

On March 7, 1963 and again on April 23, 1963 we wrote to you regarding the progress and delays caused beyond our control, in connection with captioned contract.

As pointed out in the last paragraph of our letter of April 23rd, we experienced a further delay caused by the Easter-time floods, which might have been avoided had there not been a delay due to design change of Bent 5.

Therefore, complying with Section 6-8, Increase in Time for Performance of Contract, State of Oregon, Standard Specifications for the Highway Construction, we are asking your consideration of this, our formal request, for an extension of time of six weeks beyond the completion date as allowed in the contract.

Your acknowledgement and reply of this request will be very much appreciated.

Very truly yours,
[illegible] & [illegible], the
[illegible]
Engr. Supt.

cc: Mansfield Bridge Company
E. Vernon Widdon, Mgr.

wtl/hlp

[illegible] WEBBER INC. [illegible] PORTLAND 22, OREGON

PHONE 666-3148

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
APR 27 1965
FILE: _____

April 23, 1965

Mr. Allan Harwood
Resident Bridge Engineer
2692 North Pacific Highway
Medford, Oregon 97501

Dear Sir:

Re: Shady Cove Bridge #6848
Contract #6542

In view of certain circumstances which have occured, we feel we are entitled to consideration in additional time to complete our contract.

On February 9, 1965 we made preparations to start excavating at Bent 3. The Owner of the Riverside Cafe came and informed us that the part of the property we were entering was private, that it had not been secured by the State and therefore would not permit us to excavate. At this time we had on the site a Northwest Hoe, and under the circumstances felt it would not be ethical to encroach on the Cafe owner's property due to possible legal litigation. For this reason we had to standby until February 15, 1965, at which time we started excavation at Bent 3.

On February 17, 1965 we requested elevations for fabrication of reinforced steel at Bent 3 but only tentative elevations were given. We passed these on to Mercer Steel Co., who proceeded to work up details and submitted them to the Engineer for approval. Finally, after numerous telephone calls and notes to various parties, we were notified on March 8, 1965 of the Engineer's decision and received drawings of the redesigned Bent 3 and wing walls.

We immediately proceeded to change the footing forms and enlarge the excavation which was necessary due to the redesigned drawings. We further notified Mercer Steel Co., who in turn proceeded to revise and resubmit the reinforcing details to submit for the Engineer's approval. After this delay, on March 18, 1965, after considerable rush work on the part of Mercer Steel Co., we received the Bent 3 reinforcing steel.

When the contract was awarded, the Contractor geared the plan of operation to work separate crews simultaneously on each side of the river, due to the short time allowed for completion. The period for redesigning Bent 3 seriously hampered the progress of the Contractors' crew, on the south side of the river, as it was when the river level was favorable.

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
APR 27 1965
FILE:

As you well know, when the snows start melting, the delay already experienced, could seriously affect the progress as originally planned. In view of these facts we wish to make this of record to justify our requesting an extension of time.

Very truly yours,

CUNNING & WERNER, INC.

Wayne R. Lowell

Wayne R. Lowell
Engr. Supt.

wrl/hlp

CUMMING and WEBBER

Homes - Multiple Dwellings - Motels - Apartments - Industrial & Commercial Structures

ALL TYPES NEW CONSTRUCTION
CUSTOM BUILT

600 S. E. 191st AVENUE
PORTLAND 33, OREGON
665-3148

March 3, 1965

Mr. Al Harwood
Resident Bridge Engineer
2692 North Pacific Highway
Medford, Oregon 97501

Dear Mr. Harwood:

Re: Shady Cove Bridge #6848
Contract #6562

I am writing this note for the records.

We have a mutual problem at Bent 5 which would be serious. We were delayed in starting excavation due to private land ownership for several days.

On February 16, 1965 we were excavated and ready to order reinforcing steel. It has been two weeks now and we are still waiting for information (elevation, details, etc.,) necessary to obtain the reinforcing steel detailed and fabricated.

We presume you understand that this situation is seriously delaying progress of the project.

Sincerely yours,

Wayne R. Lowell
Engineer

wrl/hlp
cc: C. Vernon Glidden
Shady Cover, Oregon

Form CD-121
(11-53)
(Prea. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

S-47(8)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 27, 1965

In reply refer to: 08-35.EC

6542

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregon Project ER-103(9), (Formerly S-47(8))
Shady Cove Bridge, Contract 6542

The extension of the specified completion date of June 15 to July 30 for Cummings & Webber, Incorporated, contractor on the captioned project is approved. Our findings are based upon the evidence furnished in Mr. Edwards' September 10 and Mr. Oakes' September 20 letters.

Approval of the right of way conflict is granted because of extenuating circumstances, rather than failure to obtain the necessary right of entry. Apparently a misunderstanding with the parcel owner as to the provisions of the Permit of Entry actually caused the contractor delay.

Approval of the Price Agreement is given concurrently.

Copy to Maintenance 10-1-65

SEP 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-189--SM

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 2 1965 By _____
Title Engr-Coord.
U.S. Bureau of Public Roads
G-1, P

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Shady Cove Bridge Br. No. 684 B — Date July 17, 1965

Highway Crater Lake — Contract No. 6542

County Jackson — Prefix 15-1018

Contractor Cumming and Webber Inc. — F. A. Project No. S-47(8)

Address 600 S. E. 181st Portland, Oregon — Price Agreement No. 1

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Complete work on the contract without additional compensation for having to work with traffic on the structure.

Locations by station numbers:

Shady Cove Bridge

Names of pay items, estimated quantities and agreed prices:

Specifications, basis of measurement and other provisions:

Through this agreement, the contractor agrees to complete work on the structure with no claim for additional compensation due to having traffic on the structure nor for the extra time required to complete the work as a result of traffic provided no liquidated damages are assessed for the period of July 2 to July 30, 1965. This agreement does not relieve the contractor of the responsibility for completion of any part of the contract. The contractor will not be held responsible for damages to the structure from traffic except as may result from the failure of the contractor to properly protect his work area.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$ 386,353.12
Present estimate of project cost, including $ ..... for work under this order	$ 393,049.00
Expected over-run (amount)	$ 6,695.88
Expected over-run (per cent)	1.7%

Space to right of this line is for use of Salem Office

SEE ATTACHED LETTER

Submitted by: /s/ Allan C. Harwood, Resident Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approval Recommended: /s/ Ivan V. Merchant, Bridge Engineer

Signed /s/ Cumming & Webber Inc., Contractor

/s/ Russell A. Webber

Approved: /s/ L. H. Young, Assistant State Highway Engineer of Office Engineer.

State Printing

RECEIVED
SEP 22 1965
FOR FILING

S-47(8)

6141

September 22, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 10
September 28, 1965 meeting

Gentlemen:

Cummings and Webber, Incorporated, contractor on the Shady Cove Bridge over the Rogue River on the Crater Lake Highway in Jackson County, Contract 6542, has requested that the specified completion date of June 15, 1965, be advanced to July 30, 1965, without assessment of liquidated damages. The contractor bases his request on three separate incidents over which he had no control. They are:

1. February 9 - One week delay due to property owner not permitting entry.

2. February 17 - Four weeks' delay in redesign and revisions at Bent 5.

3. Delay in redesign and revisions at Bent 5 in turn caused delay of one week due to Easter flood.

The contractor's contention on Items 1 and 2 are correct. A right-of-way difficulty required a delay of six days starting February 9 and poor foundation conditions at Bent 5 required a redesign of the footings, which resulted (including time for steel fabrication) in a delay of 17 days. The delays occasioned by floods are not a reason within the contract specifications for an extension of time. The two actual delays amount to 23 workdays, which would provide for extension to July 19, 1965.

However, the contractor in spite of the delays was able to progress the job to the point permitting routing of traffic over the structure on July 2, 1965. At that time, a price agreement was executed wherein the State agreed to assume any additional flagging costs and to recommend waiving of liquidated damages provided the contractor proceeded with the construction of the handrails and other incidental work under traffic. This process resulted in removal of a serious traffic bottleneck which was becoming worse each day and resulted in a considerable saving, both to the lumber industry and the general tourist traffic.

I recommend your approval of the extension of the contract time to July 30, 1965, which was the actual completion date. This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the September 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
L. R. Chandler
C. H. Maison

CAG:smd TE:jwa fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

RECEIVED
STATE
JUN 23 1965 PM
7,8,9,10,11,12,1,2,3,4,5,6

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6542 (3R) Contractor Cumming and Webber

Highway Crater Lake

Section Shady Cove Bridge

Kind of Work Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

An unforeseen right-of-way delay, a delay occasioned by redesign of Bent 9, and a change in plans wherein the structure was opened to traffic prior to completion of all work on the project.

Recommended for Approval:

John Caupp II
Asst. Division Engineer

Leon V. Merchant
~~Construction Engineer~~ or Bridge Engineer

Leon Buck
Asst. State Highway Engineer

Contract No.	6542 (3R)
Project designation	S-47 (8) State-Federal
Date awarded	February 2, 1965
Work started	February 9, 1965
Per cent completed	75% June 18, 1965 Date
No. of Workdays Allowed	to June 15, 1965
No. of Workdays Used	to date
No. of Added Workdays Requested	July 30, 1965

B—330 (Rev.)—831—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 4, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~work~~days from June 15 ~~days~~ to July 30 ~~days~~ within which to complete our Contract No. 6542, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Feb. 9 - 1 week delay due to property owner not permitting entry.
Feb. 17- 4 weeks delay in redesign and revision at Bent 5 which delay in turn caused delay of 1 week at Easter flood.

Please refer to our letters of March 3, April 23, and June 1, 1965.

Respectfully submitted,

Cumming & Webber, Inc.
Contractor

By Lyle H. Cumming

CONSENT OF SURETY

Date June 7, 19 65

We, UNITED PACIFIC INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By L. W. Neff Attorney-in-fact

MANSFIELD & CO.
By Resident Agent

(SEAL)

RECEIVED
SEP 13 1965
FOR FILING
S-47(8)
6542

September 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Shady Cove Bridge
Contract No. 6542
Federal Aid Project
No. S-47(8)

Dear Sir:

Cummings and Webber, Incorporated, contractor on the above project has requested that the specified completion date of June 15, 1965 be advanced to July 30, 1965 without assessment of liquidated damages. The contractor bases his request on two separate incidents over which he had no control. They are:

1. February 9 - one week delay due to property owner not permitting entry.

2. February 17 - four weeks delay in redesign and revisions at Bent 3, which delay in turn caused delay of one week at Easter flood.

My findings on each of the items are as follows:

1. On February 9 a stop order for work on Bent 3 was issued by the Resident Engineer and was not relinquished until February 15. The stop order was issued to allow time to clear up certain right of way matters with an abutting property owner. The contractor was delayed four work days because of this stop order.

2. Contractor started excavation for Bent 3, the south abutment, on February 15 and had the excavation completed to a satisfactory foundation well below plan grade

on February 25. This excavation below plan grade to satisfactory foundation required redesign of the abutment. Revised plans for the abutment were forwarded to contractor on March 8, 1965. Fabricated reinforcing steel for the bent was not received by the contractor so that he could proceed with work on the bent until March 19. The excavation below plan elevation, the redesign of the abutment and delay in receiving the reinforcing steel resulted in a delay of 17 work days to the contractor.

3. Delays occasioned by floods are not a reason, within the contract specifications, for an extension of time.

The two delays amount to 21 work days, which convert to a new completion date of July 16, 1965.

Job conditions were such that traffic was carried over the river and past the work on a one-way Bailey Bridge detour, controlling traffic over the one-way bridge by means of traffic signals installed at each end of the detour. In late June, traffic conditions were such that it became necessary to do something to alleviate congestion. Inasmuch as the new bridge was complete through pouring of the roadway slab and slab was of sufficient strength to accept traffic on July 2, an agreement was reached with the contractor whereby he agreed to finish the work on the project under traffic, after that date, without extra cost to the State, provided the State waived the liquidated damages for the time involved.

Routing traffic over the structure prior to its completion constitutes a changed condition. Compensation to the contractor for this changed condition was, by agreement between the State and the Contractor, consumated in Price Agreement No. 1 wherein the State agreed to waive liquidated damages from the date of routing traffic over the structure July 2, 1965, to completion of all of the work on the contract. Price Agreement No. 1 is attached for your consideration and approval. Your Bridge Division is aware of the conditions promoting this price agreement.

With your concurrence, I will recommend to the Highway Commission that the contractor be granted an

extension of time to July 30, 1965, the actual completion date, without assessment of liquidated damages. This is actually an extension in two stages -- the first stage to July 16 (the right of way and design delays) and the second stage for the work under traffic delay.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
Ivan Merchant
C. H. Maison
L. H. Young

IDM-CAG:jf jwa

RECEIVED
SEP 2 - 1965
FOR FILING

S-47(8)

6542

September 1, 1965

Pacific Concrete Company
General Contractors
P. O. Box 7648
Portland, Oregon 97220

Attention: Mr. G. Robert Buscanich
Office Manager

Gentlemen:

This is to acknowledge receipt of a copy of your claim letter of August 30 stating that Cumming and Webber, Inc., owes you for equipment rental in the amount of $648.

From the description given in your letter, this appears to be in connection with the Cumming and Webber, Inc., Contract No. 6542 for the Shady Cove Bridge on the Crater Lake Highway in Jackson County.

The United Pacific Insurance Company through Mansfield Insurance Company, 1975 S.W. 5th Avenue, Portland, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

This contract was completed on July 30, 1965, but has not yet been accepted by the State Highway Commission.

The Secretary of State's office has informed us that your claim letter was received and filed in his office on August 31, 1965.

This claim letter will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkp
cc United Pacific Insurance Company
Mansfield Insurance Company
Cumming & Webber, Inc.
Hon. Tom McCall
Glenn L. Jackson
David Simpson

Noted on card file

PACIFIC CONCRETE COMPANY GENERAL CONTRACTORS

P.O. Box 7648
Portland, Oregon 97220

10401 N. E. Marx Street
ALpine 4-7315

August 30, 1965

Mr. Tom McCall
Secretary of State
Oregon State Capitol Building
Salem, Oregon

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Bridge over the Rogue River on the Shady Cove Bridge Section of the Crater Lake Highway about twenty miles north of Medford

#6542

Dear Sirs:

Notice is hereby given that the undersigned, Pacific Concrete Company, has a claim for equipment rental in the amount of $600.00 against the bond taken from Cumming & Webber, Inc., principals, and its surety for the work above described.

Yours truly,

PACIFIC CONCRETE COMPANY

G. Robert Bussanich

G. Robert Bussanich
Office Manager

GRB:om

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
AUG 1 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 18 1965

4542

August 18, 1965

Independent Motor Transport, Inc.
[illegible] est Queen Avenue
Albany, Oregon 97321

Gentlemen:

This is to acknowledge receipt of a copy of your letter dated August 16 addressed to Cumming & Webber, Inc. informing them that you have performed crane service in the amount of $1,[illegible]47.50 for O & V Equipment Company and/or Portland Erection Company on the Shady Cove Bridge job.

This appears to be in reference to the Cumming & Webber, Inc., Contract No. 6[illegible]4 for structure on the Shady Cove Bridge section of the Crater Lake Highway in Jackson County. This contract was completed on July [illegible]0, 1965, but has not yet been accepted by the Highway Commission.

The United Pacific Insurance Company through Mansfield Insurance Company, 1970 S. W. 5th Avenue, Portland, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

The State does not make payment of claims but looks to the prime contractor and surety for such payment.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon Law outlining the filing procedure.

This information is being noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Secretary,
[illegible] HIGHWAY COMMISSION

NOTED ON CARD

CWH:jf
Attachments
cc: United Pacific Insurance Company
Mansfield Insurance Company
Cumming & Webber, Inc.
Mr. Jackson
Mr. Simpson

I·M·T
Bekins Agent
CRANE SERVICE
HEAVY HAULING

[illegible] AVENUE ALBANY, OREGON 97321 PHONE 926-2281 AREA [illegible]

August 16, 1965

Cumming & Webber, Inc.
600 S.E. 181st Ave.
Portland, Ore.

Gentlemen:

From April 22, 1965 through April 26, 1965, we performed crane service for C & V Equipment Co. and/or Portland Erection Co. on the Shady Cove Bridge job. We have never been paid for this service totaling $1547.50, although we have made every effort to collect from Dale Grey, the owner.

I understand that work done for the Oregon State Highway Department is under bond and I am therefore taking this means of notifying you that payment has not been received. I sincerely hope you will be able to help us collect for these services. I am enclosing a self-addressed envelope for your convenience in replying.

Sincerely,

INDEPENDENT MOTOR TRANSPORT, INC.

C.D. Spencer, Jr.

CDS:jd

cc: Oregon State Highway Commission, Glenn Jackson, Chairman

cc: C & V Equipment Co. - 8330 S.W. Shiller Rd., Portland, Ore.

Oregon State Highway Commission
Attn: Mr. Glenn Jackson

Dear Mr. Jackson:

The above is a copy of a letter directed to the addressee in an effort to advise him that we have not received payment from the party mentioned. It is my understanding that all highway jobs are bonded, and through this method all subcontractors are assurred payment for work performed. I respectfully request any information you might be able to give us which would enable us to collect this. Your reply will be much appreciated.

Very truly yours,
INDEPENDENT MOTOR TRANSPORT, INC.

C.D. Spencer, Jr.
CDS:jd

RECEIVED
AUG 16 1965
FOR FILING

S-47(5)
6542

August 13, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Shady Cove Bridge Section
Crater Lake Highway
Project No. S-47(5)

Dear Sir:

We have received from Hughes and Dodd Company, contractor on the subject project, a request for an extension of the specified completion date from June 1, 1965 to August 15, 1965.

The contractor's request is based on delays caused by the inability of the contractor to enter on property under condemnation and noncompletion of work being done under a separate contract which interfered with the contractor's grading operations.

Our Right of Way Division secured a Permit of Entry from the owner of property under condemnation on March 11, 1965. This Permit had an expiration date of April 30, 1965. The contract was awarded on April 8 and the contractor started work April 12. The above-mentioned property owner placed a "No Trespassing" sign on the property on April 13. After further negotiations between the property owner's attorney and our Right of Way Section, the contractor resumed work on April 20, 1965. This delay was caused by the property owner not understanding the full intent of the Permit of Entry. This delay justifies an extension of 7 calendar days.

Some pertinent dates concerning the contract are listed below:

Contract Awarded	April 8, 1965	
Work Started	April 12, 1965	
Work Stopped by Property Owner	April 13, 1965	7 calendar days
Work Resumed	April 20, 1965	
Anticipated Bridge-end Completion	May 15, 1965	16 calendar days
Specified Completion Date	June 1, 1965	28 calendar days
Bridge-ends Completed	June 28, 1965	
Project Completed	August 4, 1965	37 calendar days

The Special Provisions for this contract note that the anticipated Bridge-out completion date was 16 days prior to the specified completion date for the subject contract. However, the Bridge-outs were not completed until June 28, 1965. Using the same 16 calendar days extended from this date, plus the 7 calendar days delay caused by the right-of-way problem, would justify a new completion date of July 21, 1965.

It is our recommendation that the completion date for this project be extended to July 21, 1965. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Kleber
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. M. Young
Mr. Ivan Merchant
Mr. C. M. Nelsen
Mr. L. R. Chandler

DES:bjg srb

RECEIVED
SEP 7 - 1965
FOR FILING

3
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-47(8)

6542

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 5, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 30, 1965, on Contract No. 6542, Shady Cove Bridge Section, in Jackson County, in connection with Federal-Aid Project No. S-47(8).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement:

Contract work on the bridge portion of the project is acceptable, based on our recent inspection.

A. W. Parsons, Division Engr.

By M E Martin Date AUG 3 1 1965
M. E. Martin, District Engr.

REFERRED TO
Morgan - Young
BY ASST. STATE HWY. ENGR.
9-3-65

RECEIVED
SEP 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-308—6M

S-47(8)

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date 6 1965 W.E. Martin
Division Engineer
U.S. Bureau of Public Roads

Project Name Shady Cove Bridge Date July 11, 1965

Highway Crater Lake Contract No. 6542 (BR)

County Jackson Prefix 15-1018

Contractor Cumming and Webber Inc. F. A. Project No. ~~S-47(8) ER-103(9)~~

Address 600 S. E. 181st, Portland, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove portions of the old bridge adjacent to the new bridge which were for being removed in the contract but which create a hazard to river traffic.

Maximum equipment rental rates as established by State AGC agreement Contractor's percentage shall be in accordance with the provisions of this contract.

Location by station numbers:

Sta. 1298 to 1302

Estimate of quantities and cost:

Labor	$200.00
Equipment rental	300.00
Material	100.00
	$600.00
Allowance	90.00
Total	$690.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Portions of the old bridge lie just below the surface of the water and create a hazard for boats. Also a portion of the old deck is diverting the channel which could cause scour along the south side of the river. Under the terms of the contract, the contractor was to remove spans 1 and 2 of the old bridge and any other portions of the old bridge which interfered with construction of the new structure. The portions of the old bridge covered by this order are not part of spans 1 and 2 nor did they interfere with construction of the new bridge.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$386,353.12	
Present estimate of project cost, including $690.00 for work under this order	$394,739.12	
Expected ~~under-run~~ over-run amount	$8,386.00	
Expected ~~under-run~~ over-run per cent	2.2%	

Submitted by: /s/ A. C. Harwood, Resident Engineer

Approval Recommended: /s/ Ivan Merchant, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*6881-784

Approved 7-11-66

RECEIVED
JUN 9 - 1965
FOR FILING

June 7, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for two projects, Items Nos. 216 and 217, which we desire to have included in the Federal Aid Emergency Relief Program occasioned by the December, 1964 flood.

The above items were originally programmed under Item No. 895, Project S-47(8) and Item 903, Project S-116(3), respectively, with the understanding they would be reprogramed as Emergency Relief Projects when Federal-Aid Emergency Relief Funds became available. The above program action constitutes the reprograming of the projects as emergency relief work.

It is hereby requested that upon approval of the Emergency Relief Program items 216 and 217, the Secondary Program Items 895 and 903 be withdrawn.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:mb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PRO

(PPM 21-7)

CARD 2	REPORT NUMBER (19)–(20)	1	PROJECT LOCATION (45 typewriter spaces) 21–65	SR 62 20 mi. N. of Medford at Shady Cove	ADT	PRESENT	FUTURE (66)	YEAR (70)(71)	85	(72)		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	Gr., Dr., High Type Pave., 1 Br.	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	64-1	PL. AUTH YR (74)–(78)		
CARD 4	CLASS OF FEDERAL FUNDS	Emergency Relief						COUNTY NAME	Jackso			
	NAME OF URBAN AREA 17-31							ROUTE NO.	FEDERAL-AID 269			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST — TOTAL ESTIMATED COST	FEDERAL FUNDS	
1	(14-15)	(16)	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)–(76)	
5					PE		SR 62 20 mi. N. of Medford at Shady Cove (Shady Cove Br. Sec.)				
5					ROW						
5					CONST (CODE)			0.49	464,967	294,700	
							PROJECT TOTALS	0.49	464,967	294,700	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16)–(23) (24)–(33)

This project was programmed and funded under I
that when Federal funds for emergency relief
reprogrammed as an Emergency Relief Project.
as an Emergency Relief Project. It is requ

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT			85	08	Oregon	35	090	216

FV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
					PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
			64-1		ER-	103	(9)		

COUNTY NAME	CODE	PROGRAM STAGE
Jackson	029	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
	269	22	

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Gr., Dr., 2-12' lanes H.T. Pave., with 10' shldrs. One prestressed bridge (360')
					(By regular contract)
0.49	464,967	294,700	170,267		ROW - 100' min., Access control-none; Parking restrictions-none; Utility adj. required incl. prep. work.
0.49	464,967	294,700	170,267		

REMARKS

This work occasioned by the December, 1964 flood. This project was programmed and funded under Item 895, Project S-47(8) with the understanding that when Federal funds for emergency relief work are made available, the project would be reprogrammed as an Emergency Relief Project. This program item constitutes the reprogramming as an Emergency Relief Project. It is requested that Item 895, Project S-47(8) be withdrawn.

USCOMM DUSCOMM-DC 48905-P61

SHADY COVE BRIDGE SECTION

PROJECT NO. ER-103(9)

Existing Facility

Roadway: Bituminous macadam surf. 20' in width, with 2' to 3' shoulders. Constructed in 1934.

Structure: Existing Rogue River Bridge, 2 - 33' RCDG, 2 - 81' Steel Deck Truss, 2 - 40' RCDG spans. H-15 loading, HC 24'. Built in 1921.

Adjacent Sections

Bituminous macadam surface 20' or more in width with 2' to 3' shldrs.

Project Data

Roadway: Grade, drain, 2 - 12' lanes H.T. pavement with 10' shoulders.

Structure: Prestressed concrete structure, length 360', HC 40' with a 5' sidewalk on one side.

Note: The new structure and road approaches are to be built on new alignment adjacent to old structure.

ROW Width - 100' min.
Access Control - None
Parking Restrictions - None.

System Action, Airports, Water Development, Railroads - None involved.

Note: The bridge and road approaches were destroyed by the Rogue River during the December, 1964 flood. The reconstruction of the bridge and approaches to be on new alignment adjacent to the original facilities.

RECEIVED
JUN 1 - 1965

Form CD-121 (11-63) (Prev. by A.B. 286-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 27, 1965

In reply refer to: 08-35.DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project S-47(8)
Shady Cove Bridge Section
Crater Lake Highway
Oregon-Washington Telephone Co. Utility Adjustment

Returned herewith are all copies of Order for State Force Work No. 1 on the subject utility adjustment.

The procedure of approving State Force Orders for utility adjustments has not been utilized for a number of years since such a procedure does not meet the requirements of PPM 30-4.

This adjustment was properly submitted by Mr. Litchfield's letter of April 22, 1965, and has been approved by our memorandum dated May 3, 1965.

Attachments

orig. to Young w/attachs. 6-1-65

RECEIVED
MAY 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—SM

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Shady Cove Bridge Date May 4, 1965

Highway Crater Lake Contract No. 6569 F. A. Project No. S-47(8)

County Jackson Prefix 15-1021 Account No. 285-01

Description of Work To Be Done:

Relocate Oregon-Washington Telephone Co. telephone poles.

Work has been started. A temporary alignment has been made to move telephone lines out of the way of contractor's grading operation.

Location by Station Numbers:

1295 to 1308

Estimate of Quantities and Costs:

Labor	$1,676.96
Material	682.24
Overhead & Ins. (10%)	235.92
Credit for Salvageable Mat.	-138.00
Total Cost	$2,457.12
State's Share (3/7)	$1,053.05

Explanation:

Funds for adjustment of utilities were included in the Project Authorization.

Refer to J. N. Hersherberger's letter of April 6, 1965 to Telephone Co.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 91,432.40
Present estimate of project cost, including $1,053.05 for work under this order	$ 91,432.40
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. B. Merrill, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
MAR 29 1965
FOR FILING

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

March 23, 1965

Original signed by
M. E. Martin
Dist. Engineer 08-35.2-08

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project S-47(8)
Shady Cove Bridge Approaches
Grading and Paving

P. S. & E. documents for the final portion of the subject project are hereby approved concurrently with Mr. Young's March 23, 1965 request for approval of an individual project program change adding the utility phase and with the understanding that you will make any corrections found necessary following completion of our review. You are authorized to advertise the project for bids for a period of 13 days. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all right-of-way is available for the project as indicated in Mr. Wright's March 23, 1965 report.

You are authorized to proceed with preparatory work in connection with the utility adjustments added as a program change. Evidence that satisfactory agreements have been reached in connection with these utility adjustments should be furnished prior to our concurrence in award of contract. Authorization to proceed with these adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

Our January 6, 1965 program memorandum approved the addition of this project with the understanding that all or a portion may be transferred to the emergency program if determined to be eligible.

The use of the Standard Specifications for Highway Construction - 1964, is approved for use on this specific project subject to the following limitations: The proprietary reference to AWPA Standard Specifications under Article 731 is not approved under the provisions of paragraph 3d of PPM 40-3.1. A special provision or supplementary standard specification should be submitted to assure Federal participation in bid items for which wood preservatives are used with references to AWPA.

The use of your Standard Specifications for Asphalt Cements (Revision of January 1965) is approved for use on this specific project.

Original To Young
with attach.
3-29-65

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HIGHWAY LIBRARY

-more-

The use of the Division I - General Requirements, Article 8-1 Subletting, dated 12-1-64, and Section 300 - Asphalt Concrete Pavement, dated 12-1-64, Supplemental Standard Specification is approved for use on this specific project.

Mr. Young's March 23, 1965 letter indicates that concurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

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MAR 16 1965
FOR FILING

FORM E-30 50M 12-63 54678

47(6)

6542

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1965

SUBJECT:

To: MEMO TO THE FILE

L

Chairman Jackson called this date and stated that a group of people at Shady Cove wish to hold a celebration when the new bridge is open to traffic.

As near as I could determine, the festivities would consist of the usual speech making and, possibly, some food, preceded the evening before by a dance on the bridge.

We will get a letter re this.

Forrest Cooper
State Highway Engineer

FC:ajw

cc R. L. Porter
Victor D. Wolfe

RECEIVED
MAR 5 - 1965
FOR FILING
E-4711
6542

March 4, 1965

Oregon State Highway Commission

Gentlemen:

In order to provide a temporary bridge across the Rogue River at Shady Cove in Jackson County, arrangements were made, through the Bureau of Public Roads, with the U. S. Army to borrow portable bridge material.

Sufficient component parts of a portable bridge, known as a Bailey bridge, were erected to provide 320 feet of bridge, consisting of two-130 foot spans plus approaches. This bridge was placed in operation on March 2, 1965.

The estimated cost is as follows:

1.	Transportation of Army Bailey bridge from Camp Sharp, California and return ..	$ 10,000
2.	Piers and Approaches	25,000
3.	Erect Bailey bridge	9,000
4.	Dismantle Bailey bridge, piers, approaches, signals, et cetera	15,000
5.	Anticipated maintenance of structure	2,600
6.	Anticipated maintenance of approaches	3,900
7.	Engineering	1,200
	Estimated Total	$ 66,300
	Plus Contingency	3,700
		$ 70,000

Your approval of this construction is recommended. This matter will be on the agenda for the March 11 Commission meeting.

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan D. Merchant

Very truly yours,

Forrest Cooper
State Highway Engineer

C. H. Swanson
R. W. Chandler

PMS:bjs

RECEIVED
MAR 4 - 1965
FOR FILING

.FMFM

PMT MED RSB 35 3-3-65 8:58AM

STEPHENSON
CC LR CHANDLER AT MEDFORD

RE SHADY COVE

TOTAL COST OF BAILEY BRIDGE AS FOLLOWS:

FREIGHT IN (BAILEY)	$ 4,250
ERECT SUPERSTRUCTURE (STATE FORCES)	8,700
PIERS AND APPROACHES (BY OTHERS)	24,900
ENGINEERING (HARWOOD)	1,200
DISMANTLING OF SUPERSTRUCTURE, PIERS, APPROACHES // LIGHTS)	14,750
FREIGHT OUT (BAILYE)// (BAILEY)	5,000
SUBTOTAL	58,800
ANTICIPATED MAINTENANCE OF STRUCTURE	2,600
ANTICIPATED MAINTENANCE OF APPROACHES	3,500
TOTAL	64,900

NOTED
FORREST COOPER

H H PATTERSON
CDO3..

RECEIVED
FEB 24 1965
FOR FILING
477(2)
6542

February 23, 1965

Mr. A. W. Perseus
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for one project Item 90, Project BR-103(7), Shady Cove Bridge Section which we desire to have included in the Federal-Aid Emergency Relief Program occasioned by the December 22, 1964 flood.

The project consists of construction of temporary detour including a Bailey Bridge to provide for vehicular traffic over the Rogue River until the new structure is completed. At the present time only pedestrian traffic is being accommodated by means of a jet boat ferry.

Early approval of this project will be greatly appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 2

CARD 2	REPORT NUMBER (18)–(20)	1	PROJECT LOCATION *(45 typewriter spaces)* 21–65	SR 62 20 Mi. N. of Medford at Shady Cove	**ADT**	PRESENT	2,700	FUTURE (66)–(70)	5,100	YEAR (71)–(	84
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28–62	Constr. & Remove Temp. Detour	NATL. FOREST (63)–(65)		FH ROUTE NO. (66)–(68)		SUPV AGCY (69)		DA CLASSIF. (70)		DA AREA (71)		EMERG. YR. (72)–(73)	65-1	PL. AUTH (74)–(
CARD	CLASS OF FEDERAL FUNDS	Emergency Relief											COUNTY NAME		
	NAME OF URBAN AREA 17-31												ROUTE NO.	FEDERAL-AID 269	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43–48)	STEP	TERMINI *(Full description)*	MILES (54)–(58)	ESTIMATED PROJECT COS TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)–(76)
1	(14-15)	(16)	41	42	43–48	53				
5					**PE**		SR 62 20 mi. N. of Medford at Shady Cove (Shady Cove Bridge Section)			
5					**ROW**					
5					**CONST** (CODE)				65,000	3,250
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS		0.00	65,000	3,250*
1	14	PROGRAM APPROVAL DATES							(16)–(23)	(24)–(33)	

Additional data see Item 895, Project S-47(

*5% Basis - to be increased to maximum pro

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ve (65)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		2,700	5,100 (66) (70)	84 (71) (72)	08	Oregon	35 (2) (3)	090 (4) (9)	90 (14) (18)

UFV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) (14)	NUMBER (28)	SEQ. NO. (7) (13)	I. Projects Only POST MI. (24) (26)	DESIG. 27
			65-1		ER	103(7)			

ef	COUNTY NAME	CODE (14) (16)	PROGRAM STAGE
	Jackson	029	[ ] 1 OR [X] 2

	ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37)	U.S. (41)
		269	22	

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Constr. & remove temp. detour. (Gr., dr., surfacing, erection of Bailey Bridge incl. piers, length 320', temp. lighting and removal of detour.) Work to be done by State forces and/or negotiated contract. ROW-100' min.; Access Control-none; Parking Restrictions-none.
	65,000	3,250	61,750		
0.00	65,000 (16) (23)	3,250* (24) (33)	61,750		

REMARKS

Additional data see Item 895, Project S-47(8) and Item 18, Project ER-103(1).

*5% Basis - to be increased to maximum pro rata when additional funds become available.

USCOMM DUSCOMM-DC 48905-P61

RECEIVED
MAR 4 - 1965
FOR FILING

State Copy

222 S.W. Morrison Street
Portland, Oregon 97204
February 23, 1965

08-03.4

Mobility Support Center
St. Louis, Missouri

Gentlemen:

Our February 10 teletype alerted your Center to the urgent need that the Oregon State Highway Department had for a bailey bridge to replace a structure over the Rogue River that was lost during the December floods. Approval was granted to loan the State a bridge with all components shipped by truck from the Sharp Army Depot in California. Shipment direct to the bridge site was completed on February 19.

We wish to commend your organization for the expeditious handling of this request. Also, we were impressed with and grateful for the cooperative and courteous treatment we received during all stages of the negotiations; particularly from Mr. Anderson at the Center and Mr. Brown at Sharp.

The Oregon State Highway Department joins the Bureau of Public Roads in this expression of commendation and appreciation.

Very truly yours,

S. H. FRENCH
Regional Engineer

cc:
G. H. Williams (Attn. Siegle)
A. W. Parsons (2)
Gresth Tooley, OEP, Everett, Wn.

RECEIVED
FEB 18 1965
FOR FILING
S 47(2)
6542

February 17, 1965

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol
Salem, Oregon 97310

Dear Mr. Nunn:

Attached is a suggested reply for the Governor's consideration in answer to Mrs. Patricia Niemela's complaint about detour conditions at Shady Cove.

The Bureau of Public Roads has secured an Army Bailey bridge that will be erected in the next few weeks. This should partially alleviate the problem. However, if the Rogue River floods again this spring, it could put this type of structure out of service.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Attachment

cc Forrest Cooper
Victor D. Wolfe
L. R. Chandler

RLP:ms bjs

Suggested Reply for the Governor's Consideration

February 17, 1965

Mrs. Patricia Niemela
Route 1, Box 479-A
Eagle Point, Oregon

Dear Mrs. Niemela:

Reference is made to your recent letter concerning complications as a result of the bridge outage on the Crater Lake Highway at Shady Cove.

The Highway Commission has used every reasonable means to assure a prompt permanent restoration of this facility. Work of this magnitude must be done by contract after open competitive bidding and the only method available to insure prompt and early completion of a project is to charge the contractor liquidated damages for overruns in time. It is felt that the liquidated damages specified in this contract are certainly an incentive to any contractor to perform his work efficiently and promptly.

The Highway Commission is now involved in the erection of a Bailey bridge to handle traffic in your area on an interim basis. This will be a one-way structure. Traffic will have to be controlled by lights and in case the Rogue River again reaches a very high flood stage, it may have to be closed. The bridge, however, will provide one-way traffic for all types of vehicles and will include a walkway for pedestrians.

Reliance should not be placed on using a contractor's construction bridge for logging or general traffic. This is something for which a contractor would have to assume full responsibility and it is not likely that it would be a solution to the over-all problem.

I trust that the temporary bridge which will soon be in place will alleviate the traffic problem during the restoration period. I appreciate your taking the time to bring the matter to my attention.

cc Forrest Cooper
Victor D. Wolfe
L. R. Chandler

RLP:ms bjs

Mrs. Patricia Niemela
Rt 1 Box 479-A
Eagle Point, Oregon

Gov. Mark O. Hatfield:

There has been many rumors, controversy and general genuine discontent, both on the part of the State Highway Commission and the people of Shady Cove because of our Main Street and life line, the Shady Cove Bridge being washed out due to the December Floods.

What concerns me is the most recent rumors I have been hearing. Bids Have been called as of Feb. 2, 1965, with Cummings & Weber of Portland, Ore. being the low bidder of $343,425, with a completion date of June 15, 1965. The word the people of Shady Cove have received on this is that the Contractor knows that he can't complete the bridge until approximately the 15th of Sept. and that a penalty of $500 a day for the extra 3 moths has been figured into his bid price. If this is the truth I believe that someone is trying to "hoodwink" the people of Shady Cove who depend on this bridge as their means of livelihood.

The Ferry system put in by the State Highway Department is strickly not adequate for the majority of the people of this area. Anyone who has to cross the river to work, especially people working in the logging proffession, must find another way to work because of inadequate hours and irregular river conditions. Logging is our major industry here in the Rogue Valley. This loss of time for extra travel, added to the already burdensom long rides to and from the woods for the logger and truck driver, causes higher upkeep and lower paychecks to all concerned. This problem not only confronts people working directly in the logging business, but others as well.

Also we have been led to believe as reported by our local news media, that IF a temporary bridge is constructed by the Contractor for use of transporting HIS own equipment back and forth across the river, the public will be able to use it for pedestrian traffic. Possibly logging trucks later on. Is the

Pg 2 - 1

Contractor going to assume the liability and responsibility or be paid so much a day by the State ? This we believe to be a "reuse" to mislead the people into hoping by to many "if's" and no concrete guarantee in legal writing by responsible persons. These "if's" to be carried out at the Contractors convenience, which could be 3 days before the bridge was to open legally for all we know. Therefore, are we the people of this area to go on for the next 8 months without a bridge, feed our children, rebuild flood damage, and keep our obligations on promises on "if's"?

In view of this we and our neighbors of Shady Cove think that the rejection of the State Highway Commission of a temporary bridge offered by Steve Wilson Co. of White City, Oregon as utterably ridiculous and does not have our needs and best interest in mind.

Right about now even a foot bridge would do.

Sincerely yours,

Patricia Niemela

(Mrs.) Patricia Niemela

FORM E-122X 20M 9-64

RECEIVED
FEB 16 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
SALEM
DAVID B. SIMPSON, MEMBER
PORTLAND

S-47(8)

6542

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 15, 1965

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Shady Cove Bridge
Contract No. 6542
Federal Aid Project No.
S-47(8)

Work was started on the above project on February 9, 1965.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc: D.S. Parkes
P.A. Query
C.H. Hainen
L.H. Young

NOTED
FLOYD QUERY

RECEIVED
FEB 19 1965

Form CO-[illegible] UNITED STATES GOVERNMENT
1960
Prom. by
A.O. 20810

Memorandum

TO : FILE

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

DATE: February 12, 1965

In reply refer to: 08-00.4

FROM : B. J. McClarty, Assistant Regional Engineer
Portland, Oregon

SUBJECT: Bailey Bridge for crossing of Rogue River at Shady Cove, Oregon

Telephone calls to Mr. Anderson at the Mobile Support Center in St. Louis, Missouri today apparently finalized the loan of the Bailey bridge to the Oregon State Highway Department. Mr. Cooper was advised of this situation and he asked that the bridge be shipped to White City, Oregon if it was coming by rail.

Mr. Anderson advised that it now appeared that all the components except the piers could come from the Sharp Depot in California, which we later discovered was just east of San Francisco. I contacted Mr. P. M. Stephenson of the Oregon State Highway Department and he advised that we could do without the piers since it would be necessary to ship them from Memphis, Tennessee. I later asked Mr. Anderson to try to have the bridge shipped by truck from Sharp so that it could come direct to the site. He said this would be done if at all possible, and the Depot would notify us direct if the material was coming by truck and when it would arrive.

The material will be sent collect to the State Highway Department at White City if by railroad, or to the site at Shady Cove. It is expected that if all arrangements go as planned the material will arrive at the site either the last of next week or the first of the following week. Any information on the shipment can be secured from Mr. Clarence Brown at the Sharp Depot, extension 6267. The nearest town to the Depot is Lathrop, California.

Yesterday I received information on the cost of the Bailey bridge in Montana and it is being included here for informational purposes. This bridge, over the Flathead, was a 164-foot double-triple Bailey bridge with a 14-foot horizontal and 14-foot vertical clearance. The bridge was shipped by rail, and the total shipping cost was $13,052, plus a crating cost of $5,000. The cost to erect it, utilizing 20-25 men for an approximate 6-day period was $4,000. This means that the over-all cost before the bridge is taken down, recrated and returned by rail to the Army will approximate $44,000.

cc:
A. G. Siegle
A. W. Parsons (2)

NOTED
R. L PORTER
FEB 1 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

FORREST COOPER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 19 1965
FOR FILING

FEBRUARY 11, 1965

MOBILITY SUPPORT CENTER
ST. LOUIS, MISSOURI

ATTN: MRS. GLADYS WILBUR

RE MR. ANDERSON'S CALL TODAY ON OUR 2/10/65 TELETYPE REQUEST FOR BAILEY BRIDGE FOR INSTALLATION BY OREGON STATE HIGHWAY DEPARTMENT AT CROSSING OF ROGUE RIVER. INFORMATION REQUESTED IS AS FOLLOWS: MAXIMUM LOADING SHOULD BE H20-S16, BUT LOG TRUCKS CAN BE LIMITED TO SINGLE CROSSINGS IF THIS LOADING NOT FEASIBLE; VERTICAL CLEARANCE OF 14 FEET IS SATISFACTORY; LENGTH OF MAIN SPAN WILL BE 120 FEET; THE 150 FEET REQUESTED IS CONSIDERED ADEQUATE FOR ALL ERECTION CONDITIONS AT SITE; NO ERECTION SUPERVISION OR SERVICE IS NEEDED; AND APPEARANCE OF BRIDGE NOT IMPORTANT.

B. H. FRENCH, REGIONAL ENGINEER
BUREAU OF PUBLIC ROADS
PORTLAND, OREGON

cc: A. W. Parsons (2)
Mr. Anderson ([illegible]) Mobile Support Ctr., St. Louis

NOTED
R. L PORTER

RECEIVED
FEB 24 1965
FOR FILING
5-471(c)
6542

Salem, Oregon
February 8, 1965

Mr. R. L. Porter
Deputy State Highway Engineer
O F F I C E

Chairman Glenn L. Jackson called me Saturday evening and issued an instruction that we build a Bailey bridge at Sandy Cove on the Crater Lake Highway. The bridge is to be completed and opened to traffic by March 15. The following is a list of items that are to be taken care of:

(1) Selection of the site for the bridge. Have an immediate study made as to the most logical place for this type of construction.

(2) If any right-of-way is needed, take the necessary steps to get this cleared.

(3) Inform me as to the length and type of Bailey structure that we are to build, with a complete list of the segments needed, so that I may have the Governor make a request to Gen. Brown for the material.

(4) As soon as the type and positioning of supports can be determined, make arrangements with a competent contractor to build them on a force account basis. Time will not permit awarding of a contract on the conventional method.

(5) Make arrangements for the construction of approaches, either by the same contractor constructing the supports or by an independent contractor.

No announcement of this matter is to be made by this office.

Forrest Cooper
State Highway Engineer

FC:fh
cc Commissioners
L. R. Chandler
Victor D. Wolfe

RECEIVED
FEB 5 - 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY,
WASCO
DAVID B. SIMPSON,
PORTLAND

FLOYD QUIRY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

February 4, 1965

Cumming & Webber, Inc.
600 S. E. 181st Avenue
Portland, Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract No. 6542, awarded February 2, 1965, for structure on the Shady Cove Bridge of the Crater Lake Highway in Jackson County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is June 15, 1965.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf
Encl.
cc: L. H. Young
L. R. Chandler
Resident Engineer
Ivan Merchant

RECEIVED
FEB 5 - 1965
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

February 2, 1965

08-35.EC

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project S-47(8)
Shady Cove Bridge Section
Bridge Reconstruction

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6542 to Cumming & Webber, Inc. of Portland, Oregon, low bidder in the amount of $343,425.00 at the February 2, 1965 bid opening.

You are reminded that the stipulations contained in our January 18, 1965 memorandum are still applicable.

Original To Young
2-4-65

NOTED
LLOYD P. SHAW

RECEIVED
JAN 21 1965

S-47(8)
U.4.2

477 Cottage St. N.E.
Salem, Oregon

January 18, 1965

T. Harrett Cooper, State Highway Engineer
Salem, Oregon

Original signed by
M. E. Martin
Dist. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project S-47(8)
Shady Cove Bridge
Bridge Reconstruction Portion

P. S. & E. documents for a portion of the subject project are hereby approved with the understanding that you will make any corrections found necessary following completion of our review. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Our January 6, 1965 program memorandum approved the addition of this project with the understanding that all or a portion may be transferred to the emergency program if determined to be eligible. Prior to such a transfer, we requested that you furnish information relative to establishing the length of approach roadway realignment and reconstruction which may be necessary to reconstruct damaged sections to current standards after plans are developed for the approaches. In addition, in order to establish the eligibility of embedding bents Nos. 3 and 4, nine feet rather than the normal footing thickness of four or five feet into solid rock, you should furnish engineering justification regarding the need therefor if such a transfer of the entire footing cost is desired.

Attachment

Original To Young
with Attach.
1-21-65

NOTED
LLOYD P. SHAW

RECEIVED
MAR 17 1965
FOR FILING

January 6, 1965

Mr. A. L. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding program data for one project (Item No. 895, Project S-47(6)) which we request be included in the Federal-Aid Secondary Program.

The work contemplated is the replacement of road approaches and bridge over the Coquille River at Shady Cove, which were destroyed during the December 22, 1964 flood. The project qualifies as emergency relief work and is being programmed with the understanding that if and when federal funds for emergency relief work are made available, the project will be reprogramed or transferred so that the federal share of the eligible costs will be paid from the relief funds and not from the federal-aid secondary funds.

We are enclosing three sets of aerial photographs showing flood damage to the road approaches and existing structure. Only two 40' spans remain on the north side of the river. Our division office has informed us approximately 50 lineal feet of the north road approach and 12 lineal feet of the south road approach were destroyed.

The proposed replacement structure is to be built immediately adjacent to and west of the original bridge and will eliminate, for the safety of the traveling public, a sharp 33° curve at the south approach of the original bridge.

The following information is submitted in justification of the proposed structure:

1. Horizontal Clearance

The road approaches are being designed as two 12' lanes high type pavement with 10' shoulders on a DHV 663 (20% trucks) in accordance with AASHO "Geometric

Design Standards for Highways Other Than Freeways", dated December 27, 1961. The AASHO standards states on page 11 under "Horizontal Clearance":

> "Where the ratio of DHV to capacity is 0.75 or greater, the width of bridges should equal the roadway width on the approaches, including the usable width of shoulders, even though the length exceeds 150 feet."

Traffic Data, Capacity Ratio, etc.

ADT 1963 - 2700
ADT 1983 - 5100
DHV (20 yr.) - 663

% Commercial Vehicles - 20%
Terrain - Rolling
Capacity of 2 lane facility
(45-50 MPH) - 900

Based on above, Capacity Ratio equals $\frac{1}{P+5c}$, P is ratio of passenger vehicles, c is ratio of commercial vehicles.

Capacity ratio= $\frac{1}{0.8+5(0.2)}$ = .555

The capacity for 20% commercial vehicles equals 900x.555 or 500.

Therefore, the ratio of DHV to capacity is $\frac{663}{500}$ or 1.33 which is justification for the horizontal clearance of 40' for the structure.

2. Vertical Clearance

Vertical clearance to the water of the proposed structure, deck elevation approximately same as original structure, has been increased 5' using prestressed beams

and should help prevent span damage by floating debris.

3. As the Rogue River bisects the community, the local pedestrian traffic is extensive and sports fishermen also make extensive pedestrian use of the bridge. We feel the 5' sidewalk is justified in the interest of public safety.

We trust the above information is sufficient for your approval of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PRO

(PPM 21-1

CARD 2	REPORT NUMBER (18)-(20)	PROJECT LOCATION *(45 typewriter spaces)* 21-65			ADT	PRESENT	FUTURE (66)-(70)	YEAR (71)-(72)		
	1	S.R. 22, 20 mi. N. of Medford at Shady Cove				2,700	5,100	84		
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 26-62		NATL. FOREST (63)-(65)	FH ROUTE NO. (66)-(68)	SUPV AGCY (69)	UA CLASSIF. (70)	UA AREA (71)	EMERG. YR. (72)-(73)	PL. AUTH YR (74)-(75)	
	Gr., Dr. High-Type Pave., 1 Br.							64-1		
CARD 4	CLASS OF FEDERAL FUNDS							COUNTY NAME		
	Secondary							Jackson		
	NAME OF URBAN AREA 17-31							ROUTE NO. S	FEDERAL - AID 269	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
1	(14-15)	(18)	41	42	43-46	53		(54)-(58)	(59)-(66)	(67)-(76)
5					**PE**		St.Rd. 22, 20 mi. N. of Medford at Shady Cove (Shady Cove Bridge Section)			
5					**ROW**					
5					**CONST** (CODE)			0.49	460,000	289,000
							PROJECT TOTALS	0.49	460,000	289,000

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	(16) (23)-(24) (33)

approaches and original str. which were dest
qualifies as E.R. work and is programmed wit
emergency relief work are made available, th
the Federal share of the cost will be paid f
Funds.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Cove (66)	ADT	2,700	5,100 (69) (70)	84 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	895 (14) (18)

ADV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. 27
			64-1		S-	47(8)			

COUNTY NAME: Jackson — CODE: 029 (14) (16)

ROUTE NO. S — FEDERAL-AID: 269 (32) — STATE: 62 (36) (37) — U.S. (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., Dr. 2-12' Lanes H.T. Pave. with 10' shoulders. One pre-stressed bridge (360')
					ROW - 100' min.; Access control - none; Parking restrictions - none.
0.49	460,000	289,000	171,000		
0.49	460,000	289,000	171,000		

(16) (23) (24) (33)

REMARKS: This project necessary to replace road approaches and original str. which were destroyed during the Dec. 22, 1964 flood. The project qualifies as E.R. work and is programmed with the understanding that when Federal funds for emergency relief work are made available, the project will be reprogrammed or transferred so that the Federal share of the cost will be paid from Relief Funds and not from Federal-Aid Secondary Funds.

USCOMM DUSCOMM-DC 48905-P61

SHADY COVE BRIDGE SECTION

Project No. S-47(8)

Existing Facility

Roadway: Bituminous macadam surface 20' in width with 2' to 3' shoulders. Constructed in 1934.

Structure: Existing Rogue River Bridge, 2-33' RCDG, 2-81' Steel Deck Truss, 2-40' RCDG spans. H-15 loading, HC 24'. Built in 1921.

Adjacent Sections

Bituminous macadam surface 20' or more in width with 2' to 3' shoulders.

Project Data

Roadway: Grade, drain, 2-12' lanes H.T. pavement with 10' shoulders.

Str.: Prestressed concrete structure, length 360', HC 40' with a 5' sidewalk on one side.

Note: The new structure and road approaches are to be built on new alignment adjacent to old structure.

ROW Width:- 100' Min.
Access Control - None.
Parking Restrictions - None.

System Action, Airports, Water Development, Railroads - None involved.

RECEIVED
JAN 11 1965
FOR FILING
S.417(F)
C.442

Salem, Oregon
January 6, 1965

Mr. Forrest Cooper
State Highway Engineer

Shady Cove Bridge
Crater Lake Highway

The bridge to replace the flood-damaged, 24-foot structure at Shady Cove is under design in the Bridge Division on the basis of 40 feet, curb to curb, plus five-foot sidewalk.

Approach earthwork will be computed on two 24-foot travel lanes, plus two eight-foot shoulders, and 6:1 slopes where possible without conflict with local development.

A conference with Ted Bec was held, December 5, at which L. H. Young was also present, on means to attempt justification of this structure width. It appears there is at least a possibility that a width of 40 feet could be constructed under E.R. funds. To expedite programming of this project, a procedure used in the 1950's will be followed.

Initial programming will be made on the basis of Federal-aid secondary funds on the entire project with the understanding that reimbursable portions under E.R. will be evaluated and a transfer of funds will be made at that time.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc R. L. Porter
F. D. Morgan

RECEIVED
JAN 13 1965
FOR FILING

Form CD-12T (11-6[illegible] (Prescribed A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

5-47(6)
6512

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : A. M. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

DATE: January 6, 1965

In reply refer to: 08-35.3-EC

By T. Dec, Engineering Coordinator

SUBJECT: Oregon Federal-aid Secondary Program

Mr. Young's January 6, 1965 letter submitted for inclusion on the captioned program the following item in Stage 2:

Item	Project No.	Location	Work
895	[illegible]-7(8)	Shady Cove Bridge Sec.	1 Str. & Apprs.

We hereby approve this program action, effective this date, as a Federal-aid Secondary project with the understanding that if all or a portion of this project is determined as eligible under Section 125, Title 23 USC, the eligible portion may be transferred to the Emergency Program providing sufficient funds are or can be made available under our Administrator's January 4, 1965 finding that an allocation of emergency funds to the December 1964 floods was warranted. Under this provision this project should not be considered as governed under the approved Secondary Road Plan, but rather handled as a Primary project with regard to the P.S.&E. and contract.

Your justification of a modification of the State's normal structure design appears adequate and this horizontal clearance is approved. The minor alignment change and the increased water clearance provided by the new design appear to assist in avoidance of recurrence of damage under a similar unusual flood, providing further justification for emergency funds. Your proposed 5' sidewalk likewise appears justified at this time. However, the final determination of the extent of eligibility of the overall project will be made after plans are furnished showing the amount of approach re-alignment in relation to the damage thereto and the necessary documents for the emergency program are furnished to our Washington office for its action.

We understand that the programming procedure utilized for this project is to expedite construction to the utmost inasmuch as this severed route isolates a large portion of northern Jackson County and prohibits movement of logging traffic, one of this area's largest industries.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Original To Young
1-13-65

This action approves construction on 0.49 miles of structure and approaches, for an estimated total cost of $460,000 of which $289,000 is reserved as Federal-aid Secondary funds.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PRO

(PPM 21-1

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ove (65)	ADT	2,700 (66)	5,100 (70)	84 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	895 (14) (18)

PV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	J. Projects Only POST MI. (24) (26)	DESIG. 27
			64-1		S-	47(8)			

COUNTY NAME: Jackson — CODE: 029 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 269 (32) — STATE: 62 (36) (37) — U.S. (41)

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Gr., Dr. 2-12' Lanes H.T. Pave. with 10' shoulders. One pre-stressed bridge (360')
					ROW - 100' min.; Access control - none; Parking restrictions - none.
0.49	460,000	289,000	171,000		
0.49	460,000 (116) (23)	289,000 (24) (33)	171,000		

REMARKS This project necessary to replace road approaches and original str. which were destroyed during the Dec. 22, 1964 flood. The project qualifies as E.R. work and is programmed with the understanding that when Federal funds for emergency relief work are made available, the project will be reprogrammed or transferred so that the Federal share of the cost will be paid from Relief Funds and not from Federal-Aid Secondary Funds.

USCOMM DUSCOMM-DC 46905-P61

SHADY COVE BRIDGE SECTION

Project No. S-47(8)

Existing Facility

Roadway: Bituminous macadam surface 20' in width with 2' to 3' shoulders. Constructed in 1934.

Structure: Existing Rogue River Bridge, 2-33' RCDG, 2-81' Steel Deck Truss, 2-40' RCDG spans. H-15 loading, HC 24'. Built in 1921.

Adjacent Sections

Bituminous macadam surface 20' or more in width with 2' to 3' shoulders.

Project Data

Roadway: Grade, drain, 2-12' lanes H.T. pavement with 10' shoulders.

Str.: Prestressed concrete structure, length 360', HC 40' with a 5' sidewalk on one side.

Note: The new structure and road approaches are to be built on new alignment adjacent to old structure.

ROW Width:- 100' Min.
Access Control - None.
Parking Restrictions - None.

System Action, Airports, Water Development, Railroads - None involved.

ER-99(1) Santiam River Overflow Br. 1965
Trestle Ext., Jefferson Hwy.
#6543

Form CD-121 (11-63) (Pres. by A.O. 206-19)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 2, 1965

In reply refer to: 08-35.4-DA

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-99(1)
Santiam River Overflow Bridge Section
Santiam Highway
State Force Order No. 2

Mr. Young's letter of March 25, 1965 furnished copies of subject State Force Order covering installation of an asphalt concrete wearing surface on a new portion of a bridge deck on the Santiam River Overflow Bridge from Stations -(0+78) to Station -(0+04) and from Station 2+27 to Station 3+95, on subject ER project. This letter confirms our March 25, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter and in the estimated amount of $1350.00 with Federal participation of $842.00.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participatimn in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

REFERRED TO
orig & 1 w/encl.
By Asst. State Hwy. Engr.
7-15-65

RECEIVED
JUL 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Contingent upon modification of project agreement. Additional funds are not
Date MAR 29 1965 By W. H. Bowes
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Santiam River Overflow Bridge Date February 23, 1965

Highway Jefferson Contract No. 6543 F. A. Project No. ER-99(1)

County Linn Prefix 122-1023 Account No. 262

Description of Work To Be Done: Install Asphalt Concrete wearing surface on new portion of bridge deck.

Location by Station Numbers:

From Sta. -(0+78) to Sta. -(0+04)
From Sta. 2+27 to Sta. 3+95

Estimate of Quantities and Costs:

Total material and labor:	**$1,350.00**	
Asphalt Concrete, 140 T. at $7.00 / T.		$980.00
Labor		200.00
Equipment Rental		170.00
Total		1,350.00

Explanation:

Provided for in original authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 41,876.77
Present estimate of project cost, including $ 1,350 for work under this order	$ 39,123.80
Expected under-run (amount)	$ 2,752.97
Expected under-run (per cent)	6.6%

Space to right of this line for use of Salem Office

Submitted by: Jack Davis, Resident Engineer

Approval Recommended: [illegible], Bridge Engineer

Approval Recommended: R. D. Ackerman, Division Engineer

Approved: P. M. Thompson, Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
MAY 18 1965
FOR FILING
EH
6543

May 17, 1965

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On May 3, 1965, we wrote to you concerning release of final payment on Contract No. 6543 awarded to Inland Construction Company for extension of trestle on Santiam River Overflow Bridge of Jefferson Highway in Linn County.

Final payment on this contract is $4,798.63 and the total contract amount is $33,716.94. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Inland Construction Company
6202 S. E. Harmony Road
Milwaukie, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
MAY 3 - 1965
FOR FILING
ER 7710
Con 412

April 30, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed March 31, 1965, on Contract No. 6543. The contract was with Inland Construction Company and was for work on the Santiam River Overflow Bridge on the Jefferson Highway in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 30, 1965, and that you concur in this procedure at the Commission meeting on June 1.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Quary
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
Ivan D. Merchant
C. H. Maison
R. D. Arburry

TE:bg

RECEIVED
APR 16 1965
FOR FILING

EL NO
6543

3342

April 16, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File: 08-34.EC

Dear Sir:

I have your memo of April 8, 1965, denying further action on Order for State Force Work No. 2, on the Santiam River Overflow Bridge, Oregon Contract No. 6543, Federal Aid Project No. ER-99(1), per our request of March 25, 1965. The history of the Order is as follows:

February 23, 1965	Order prepared
February 24, 1965	Order received in Division II offices
March 8, 1965	Order received in Bridge Division office

Obtaining signatures, Salem Office

March 18, 1965	Order returned to Division for estimate of materials, labor, etc.

Returned to field for necessary estimate

March 23, 1965	Estimate prepared in field
March 24, 1965	Order and estimate received in Division office.
March 25, 1965	Order and estimate received in Bridge Division office
March 25, 1965	Forwarded to BPR requesting participation

April 8, 1965 BPR memo denying participation

April 12, 1965 BPR memo received Bridge Division

It is noted that Paragraph 18, PPM 21-6.3, provides "...each force account agreement shall be furnished to the Division Engineer as soon as practicable after it is executed..."

You will note from the foregoing history that the order was completed with necessary breakdown estimate of cost and submitted to you prior to the date of doing any work under the order (March 29).

We feel the order was submitted as soon as practicable after its completion, considering the stress under which all of the offices in the Department were working to repair and correct the damages of the December and January floods, and that it was not necessary to ask for expedited action on the order.

Your reconsideration of the order to the end that it is placed in time for Bureau of Public Roads cooperation on cost is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

CAG:jm jwa

Form CO-121 (11-63) (Prest by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 8, 1965

In reply refer to: 08-34.EC

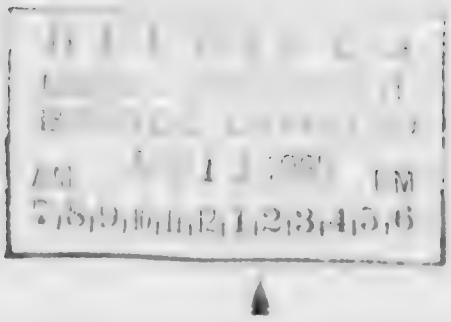
FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-99(1)
Santiam River Overflow Bridge
State Force Order No. 2

Returned herewith without action by this office are all copies of the above-captioned State Force Order which were furnished by Mr. Merchant's March 25, 1965 letter. Even though funds were set aside to accomplish the work in some manner our records do not indicate that you obtained prior approval of the work in the same manner as State Force Order No. 1 on the project and we understand that the work was accomplished on March 29, 1965. Furthermore, Mr. Merchant's letter transmitting the order one month after the date of the order did not indicate any particular urgency to obtain our action under paragraph 18 of PPM 21-6.3.

Attachments

Merchant
KB wld
5 days



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CD-121 (1-1-53) (Supersedes A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

DATE: April 12, 1965

In reply refer to: 08-35.4-DA

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-99(1)
Santiam River Overflow Bridge
State Force Order No. 1

Mr. Merchant's January 27, 1965 letter furnished copies of the subject force order covering the old roadway removal portion of the project to ratify in writing our January 18, 1965 tentative oral advance approval of the work. Copies of pertinent correspondence covering the problem and crucial need for immediate action were also provided.

We have approved the use of State force account procedures or the direct performance of complete removal of the old roadway down to stream grade by use of labor, materials and equipment furnished by your department and under your direct control for the reasons outlined in your correspondence as well as those enumerated below:

1. You have sufficient available idle equipment to perform the work expeditiously.

2. The amount involved is of a relatively minor nature.

Participation in cost will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Though State force account procedures have been approved under the provisions of PPM 21-6.2 as being in the public interest, such action does not waive other policy and procedural requirements in connection with the work. Controls comparable to normal contract procedures are necessary, particularly if changes in the contemplated plan of operations or scope of the work occur. Procedures specified by subparagraph 18b of PPM 21-6.3 are applicable and in some instances it may even be necessary to provide justification for a new finding in the public interest, e.g., if substantially more equipment is rented than originally contemplated. Such procedures will be necessary regardless of whether control of the work is under your construction or maintenance personnel. Expeditious channels and procedures for obtaining approval of such actions already established for regular construction may be utilized if you so desire.

NOTED
TOM EDWARDS

(Attachment)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-108—816

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement. Additional funds are
Date JAN 18 1965
By H.G. Brooks
Title Dist. Engineer
U.S. Bureau of Public Roads

Order No. 1 - Participatin

Project Name Santiam River Overflow Bridge Date January 18, 19 65

Highway Jefferson Secondary Contract No. F. A. Project No. ER-99(1)

County Linn Prefix 122-1023 Account No. 228

Description of Work To Be Done:

Complete removal of the old roadway down to stream grade.

Location by Station Numbers:

From Station -(0+78.30) to Station -(0+03.65)
From Station 2+70.65 to Station 3+17.65

Estimate of Quantities and Costs:

800 Cu. Yds. at $1.25 $1,000.00

Equipment Rental	$400.00
Labor	500.00
Materials	100.00

Explanation:
State has men and equipment available to do this small project, which the bridge contractor is normally not equipped to do. This also saves some time in getting the new structure open as soon as possible, which is desirable since the detour road can be washed out and closed if another high water occurs.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....
Present estimate of project cost, including
$..... for work under this order $.....
Expected under-run / over-run (amount) . . . . . $.....
Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: Donald E. Beecroft
Resident Engineer

Approval Recommended: Ivan V.N. Olmsted
Construction Engineer or Bridge Engineer

APPROVED
TOM EDWARDS

Approval Recommended: A. O. Wimer
Asst Division Engineer

Approved: P.M. Stephenson
Deputy State Highway Engineer, Assistant State Highway Engineer or Construction Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

OK - W.P.W

FORM S-10 DOM 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1965

To: Mr. Ivan Merchant
Bridge Engineer
D e p a r t m e n t

SUBJECT: State Force Work
Santiam River Overflow Bridge
Jefferson Secondary
Project ER-99(1)

Our original plan in constructing a detour around the subject project with State forces was to utilize materials excavated from the original roadway to lengthen the structure in the detour fill. Unfortunately, these materials turned out to be too soft and another source found. This leaves some additional excavation necessary for preparation of the bridge site.

There are approximately 800 cubic yards of materials that will require removing at $1.25 per cubic yard for a total estimated cost of $1,000. As our original plans were to do this work with State forces, they are available to moving onto the site tomorrow at noon. They will have the site prepared before the contract can be let, saving the contractor some time and expediting restoration of the traffic back onto the structure. As it is, the detour is vulnerable to erosion by high water and the road can again become closed if traffic is not restored to the structure as soon as possible.

A State Force Order to cover this work is attached. Would you please secure Bureau approval of it as fast as possible in order that we may keep the schedule outlined above.

R. D. Asburry
Division Engineer

By G. W. Wimer

G. W. Wimer
Assistant Division Engineer

GWW:AM
cc D. J. Barbee
H. C. Johnson
D. E. Beecroft

RECEIVED
OREGON STATE HIGHWAY DEPT
BRIDGE DIVISION
AM JAN 19 1965 PM
7,8,9,10,11,12,1,2,3,4,5,6

CONSTRUCTION DIVISION
JAN 18 1965
COE

A

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-7-3-88		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 2-19-65	COUNTY
L-15 4		Linn
		PROJECT NO. SR-99(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR-164, St. Rd. 1.41 mi. N.E. of Jct. I-5
(Santiam River Overflow Bridge)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-18-65	0.090
*OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 40,946.00	$ 25,980.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd F. Stear

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer February 19, 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. [illegible]

SANTIAM RIVER OVERFLOW BRIDGE OF THE

JEFFERSON HIGHWAY IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices).

Salem, Oregon, February 8, 1943

Linn Code XOH
Santiam River Overflow Bridge (#363B)(Sta. -0+78.30 Bkwy Excution 0+00-0+00 to Sta. 3+92.80)(Contract No. 6543)

Remove Existing Decks No. 1 and 12	All Required		$ 900.00
Shoring, Cribbing, etc.	All Required		900.00
Structural Excavation	150 cu.yds.	$ 6.00	900.00
Structural Excavation Below Elevation Shown	30 cu.yds.	6.00	180.00
Furnishing Treated Timber Piling	726 lin.ft.	1.30	943.80
Drive Timber Piles	33 only	60.00	1,980.00
Timber Pile Shoes	33 only	10.00	330.00
Class "A" Concrete (67 cu.yds.)	All Required		7,800.00
3'x20' to 25' Prestressed Slabs	24 only	235.00	5,640.00
4'x20' to 25' Prestressed Slabs	40 only	285.00	11,400.00
Metal Reinforcement (10,000 lbs.)	All Required		1,400.00
Treated Timber in Place	7 M-FBM	300.00	2,100.00
	Subtotal		$33,673.80
Asphalt Paving on Bridge Deck	90 ton	15.00	$ 1,350.00
Road Approaches	All Required		1,000.00
General Excavation (remaining excavation required (by S.F.))	All Required		1,000.00
			$ 3,350.00
	Subtotal		$37,223.80
	10% Engr. & Cont.		3,722.20
	Total		$40,946.00

Length of Bridge - - - - - - - 0.090 Mile

Federal Funds -	$25,980.00
State Funds -	14,966.00
	$40,946.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 360B	WEEK ENDING: February 12, 1965
SECTION: Santiam River Overflow Br.	SECTION PREFIX: 122-1023
HIGHWAY: #164 Jefferson	COUNTY: Linn
NAME OF JOB: Santiam River Overflow Bridge	KIND OF WORK: Extension of Trestle
CONTRACTOR: Inland Construction Company, 6202 S.E. Harmony Rd., Milwaukie, Oregon	CONTRACT NUMBER: 6543
	FEDERAL AID PROJECT NUMBER: ER-99(1)
DATE OF CONTRACT: February 4, 1965	DATE WORK STARTED: 2-4-65
	ESTIMATED COMPLETION DATE: 4-15-65
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS: Completion by April 15, 1965
	WORK DAYS USED:
PROJECT AUTHORIZATION: $ 41,876.77	ENGINEERING AUTHORIZATION: $ 2,977.90
EXCLUSIVE OF ENGINEERING: $ 38,898.87	ENGINEERING COST TO DATE: $ 150.00
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 38,898.87	PERCENT OF AUTHORIZATION: 5 %
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	DATE PROJECT WAS COMPLETED:
	PERCENT OF TIME ELAPSED:
	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
30 ton crane, pile-driver

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Showers AM Pt. Cldy PM	0	
TUESDAY	Pt. Cloudy	0	
WEDNESDAY	AM Showers PM Pt Cloudy	0	
THURSDAY	Pt. cloudy	0	
FRIDAY	Showers	0	
SATURDAY			

NOTED
JOHN R. OAKES
CONSTRUCTION DIVISION
FEB 15 1965

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	3 men and crane removing debris and concrete under Span 1 preparatory to lifting slab for the removal of Bt. 1. State crew removing old abutment at west end.
TUESDAY	4 men: removing Bt. 1. State forces removing stub columns and footings from Bt. 16A area.
WEDNESDAY	4 men removed existing Bts. 1 & 12 and partially drove 1 pile for Bt. 12A. State crew completed removal of old columns and footings.
THURSDAY	4 men drove all piles in Bt. 12A and 4 piles in 15A.
FRIDAY	4 men drove ramaining piles for Bt. 15A and 4 piles in 13A.
SATURDAY	

REMARKS

Existing bents 1 & 12 removed; piles driven for bents 12A and 15A and 4 piles driven in bent 13A.

SIGNED Jack Davis Jack Davis

ADDRESS Corvallis

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND[ ]INAL AND COPY TO SALEM), ONE COPY TO DIVISI[ ]NGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
FEB 15

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

February 4, 1965

Original signed by
T. Dec
Eng. Coordinator

08-33.2-EC

By:

A. W. Parsons, Division Engineer
Salem, Oregon

T. Dec
Engineering Coordinator

Oregon Project ER-99(1)
Santiam River Overflow Bridge trestle extension section
One structure

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 4543 to Inland Construction Company of Milwaukie, Oregon, low bidder in the amount of $33,873.80 at the February 2, 1965 bid opening.

Original To Young
2-15-65

NOTED
LLOYD P. SHAW

RECEIVED
FEB 4 - 1965
FOR FILING

6543

February 4, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Your concurrence as of today, is requested in the award of contract for the Santiam River Overflow Bridge Trestle Extension, Project No. SR-99(1).

All rights of way or rights of entry have been acquired.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DHH:mb

RECEIVED
FEB 5 - 1965
FOR FILING

February 4, 1965

Inland Construction Co.
P. O. Box 5761
Milwaukie 22, Oregon

Gentlemen:

The State Highway Commission on February 4, 1965, awarded to you State Highway Contract No. 5543 for construction of the Santiam River Overflow Bridge Trestle Extension on the Jefferson Highway in Linn County.

This award was based on your bid of $33,873.80, which was the low bid submitted to the Commission on February 2, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mj

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
L. D. Merchant

Form CD-121 (11-63) (Ptes. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 18, 1965

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec, Engineering Coordinator

SUBJECT: Oregon Emergency Program - Floods of December 1964
Section 125 of Title 23, U. S. Code - Highway

Advice of our Washington office's action on the addition to the subject program requested by Mr. Young's January 13, 1965 letter has been received in response to teletype forwarding of justifying information. Advice also has been received on additions initiated by our Regional office's January 11, 1965 memorandum. The following projects have been approved effective January 14, 1965:

Item	Project No.	Location	Work
2	ERFO 97(1)	N. Fork Guard Sta.-Oak Grove Fork	State Repairs
3	ERFO 97(2)	" "	BPR Repairs
4	ERFO 97(3)	" "	BPR P.E.
10	ER 99(1)	Santiam River Overflow	Trestle Exts.

In accordance with our Administrator's finding of January 4, 1965 that an allocation of emergency funds to the subject floods is warranted under the subject legislation and PPM 23-1, an allotment of $720,000 of 100% funds and an additional $34,000 of 63% emergency funds for Item 10 with a total estimated cost of $54,000 have been approved. This increases the allotment of 63% emergency funds from $476,000 to $510,000, and the 100% funds are $720,000 of which $550,000 is for work being accomplished under agreement by Public Roads. Total allotment to this catastrophe is $1,230,000 to date. You are reminded that the use of these allotments is not interchangeable between projects financed with 100 percent funds and those using 63 percent emergency funds in accord with subparagraph 11a of PPM 23-1.

Your request for a minimum two week advertising period will be given favorable consideration in our PS & E approval and authorization. You are further reminded that full information and explanation of the reasons for undertaking remaining excavation work by State forces should be submitted for our determination of whether or not such a procedure is in the public interest prior to undertaking such work, in accordance with subparagraph 10g of PPM 23-1.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 21 1965

1-1-76
1-49

477 Cottage St. N.E.
Salem, Oregon

January 18, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
T. Dee
Eng. Coordinator

18-35.2TA

A. W. Barnum, Division Engineer
Salem, Oregon

By: T. Dee
Engineering Coordinator

Oregon Project BR-99(1)
Santiam River Overflow Bridge
Bridge Reconstruction

P. S. & E. documents for the subject project are hereby approved with the understanding that you will make any corrections found necessary following completion of our review. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

We note that the total estimated cost of the project has been increased over the amount programmed for emergency funds. If an underrun of the cost of Project BR-96(1) does not occur as a result of award of contract therefor and the bid opening for the subject project indicates additional emergency funds still are necessary, a FH-9 should be furnished for action by our Washington office to cover the increase to the full pro rata share.

Attachment

Original To Young
with attach.
1-21-65

NOTED
LLOYD P. SHAW

RECEIVED

Form CO-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

Shed

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

Ex 97(1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 18, 1965

In reply refer to: 08-35-EC

6343

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec, Engineering Coordinator

SUBJECT: Oregon Emergency Program - Floods of December 1964
Section 125 of Title 23, U. S. Code - Highway

Advice of our Washington office's action on the addition to the subject program requested by Mr. Young's January 13, 1965 letter has been received in response to teletype forwarding of justifying information. Advice also has been received on additions initiated by our Regional office's January 11, 1965 memorandum. The following projects have been approved effective January 14, 1965:

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3	ERFO 97(2)	" "	BPR Repairs
4	ERFO 97(3)	" "	BPR P.E.
10	ER 99(1)	Santiam River Overflow	Trestle Exts.

In accordance with our Administrator's finding of January 4, 1965 that an allocation of emergency funds to the subject floods is warranted under the subject legislation and PPM 23-1, an allotment of $720,000 of 100% funds and an additional $34,000 of 63% emergency funds for Item 10 with a total estimated cost of $54,000 have been approved. This increases the allotment of 63% emergency funds from $476,000 to $510,000, and the 100% funds are $720,000 of which $550,000 is for work being accomplished under agreement by Public Roads. Total allotment to this catastrophe is $1,230,000 to date. You are reminded that the use of these allotments is not interchangeable between projects financed with 100 percent funds and those using 63 percent emergency funds in accord with subparagraph 11a of PPM 23-1.

Your request for a minimum two week advertising period will be given favorable consideration in our PS & E approval and authorization. You are further reminded that full information and explanation of the reasons for undertaking remaining excavation work by State forces should be submitted for our determination of whether or not such a procedure is in the public interest prior to undertaking such work, in accordance with subparagraph 10g of PPM 23-1.

Copies To: Young
Chase
Nelson
1-20-65

LLOYD

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 3 - 1965
FOR FILING

ER 99(1)
[illegible]
1.2.4.3

January 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are enclosing program data for one project (Item 10, Project ER-99(1)) which we request be included in the Federal-Aid Emergency Relief Program occasioned by the damage from the flood of December 22, 1964.

We desire to receive bids on or about February 2, 1965 and hereby request your approval of a minimum advertising period of two weeks.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[illegible]ter

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROG

(PPM 21-1)

CARD 2	REPORT NUMBER (19)–(20)	PROJECT LOCATION *(45 typewriter spaces)* 21–65		ADT	PRESENT	FUTURE (66)–(70)	YEAR (71)–(72)	RE
	1	St.Rd. 1.41 mi. N.E. of Jc. I-5			2,300	4,300	84	

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 26–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)	PR 14
	Extend Existing Overflow Br. #2						64-1		

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	
	Secondary	Linn	
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID
		S	125

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI *(Full description)*	MILES (54)–(58)	ESTIMATED PROJECT COST BY TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT COST BY FEDERAL FUNDS (67)–(76)
1										
5					**PE**		St.Rd. 1.41 mi. N.E. of Jc. with I-5 (Santiam River Over-flow Bridge #2 MP 6.98)			
5					**ROW**					
5					**CONST** (CODE)			0.089	54,000	34,000
							PROJECT TOTALS	0.089	54,000	34,000

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23) (24) (33)

RE
T

work: Asphaltic
approaches and r

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPH CODE	ITEM NO.
(65)		2,300	4,300 (66)(70)	84 (71)(72)	08	Oregon	35 (2)(3)	090 (4)(9)	10 (14)(18)

UPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	64-1 (72)(73)	(74)(75)	ER - 14 23	99(1) 7 13		(24)(26)	27

COUNTY NAME: Linn — CODE: 043 (14)(16)

ROUTE NO. S — FEDERAL-AID: 125 (32) — STATE: 164 (36)(37) — U.S. (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54)(58)	(59)(66)	(67)(76)			Extend concrete slab bridge 198' (Total length 472')
					ROW - 60' min.; Access Control - none; Parking Restrictions - none.
0.089	54,000	34,000	20,000		
0.089	54,000	34,000	20,000		
(16)	(23)(24)	(33)			

REMARKS

The above project includes the following incidental work: Asphaltic concrete deck wearing surfacing and A.C. road approaches and remaining excavation work.

USCOMM DUSCOMM-DC 48908-P61

SANTIAM RIVER OVERLOW BRIDGE #2

PROJECT NO. ER-99(1)

Existing Facility

Roadway: Asphaltic concrete pavement 20' or more in width with approx. 6' shoulders.

Structure: One concrete slab bridge #2 constructed in 1960. Length 274', HC 26'.

One timber bridge #3 constructed in 1931. Length 114', HC 22'.

Adjacent Facilities

Asphaltic concrete pavement 20' or more in width with approx. 6' shoulders.

Project Data

It is proposed to extend the bridge #2 124' on the west end and 74' on the east end with reinforced concrete slab spans with H.C. 26', making the structure 472' in length.

The Santiam River overflowed during the December, 1964 flood and destroyed overflow bridge #3 (M.P. 7.03) leaving a damaged 50' section of roadway between the east end of destroyed bridge #3 and the west end of bridge #2 (M.P. 6.98); also, the east road approach to bridge #2 was damaged. Subsequently, state forces partially removed the 50' roadway between the two bridges and approx. 74' of the damaged east road approach to bridge #2 for use in the construction of a temporary detour.

The proposed extension of bridge #2 124' to the west is to replace the destroyed bridge #3 and the extension of 74' to the east is to replace the damaged road approach. These extensions will provide an over-all structure length of 472' which is approx. the water way clearance of the adjacent, upstream, railroad pile trestle and will eliminate the water flow restriction which caused the flood water to destroy bridge #3.

I-80N-3(45) 108 #6544 Rufus-Arlington Sec., Columbia River Hwy. (Roadside Seeding & Fertilizing) 1965

RECEIVED
JUL 29 1966
FOR FILING

I-5GN-3(45)10x

6544

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1966

SUBJECT: Roadside Seeding and Fertilizing
Rufus-Arlington Section
Columbia River Highway

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Enclosed please find plans, specifications and supporting data to be transmitted to the Corps of Engineers for their approval and acceptance of their responsibility in this contract.

This work involves refertilizing the areas that were seeded in February and March of 1965 and seeding and fertilizing of the Quinton to Blalock Section that is nearing completion.

We are requesting the Corps to participate in the refertilizing the same as they did in the original seeding. This they may not go for because they were not informed of this refertilizing when they approved the original seeding.

The Bureau of Public Roads also has refused any participation in this refertilizing because it was not presented to them as a stage operation when they approved the original seeding.

Our share of the seeding and fertilizing on Quinton-Blalock Section is only $210 and we felt that this was too small an amount to program with the Bureau of Public Roads so therefore we have set this project up as a State-financed project with the Corps contributing their share.

If the Corps participates in this refertilizing work, our estimated share of the total project is $994.81 which would be from State funds. If they refuse to take part in the refertilizing and only approve their share of Quinton-Blalock Section then our estimated part of the total project would be $7,089.75 which would be out of State funds.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:fp
cc L. H. Young

NOTED
F. B. KLABOE Asst. State Hwy. Engr.

RECEIVED
JUL 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 15 1966
FOR FILING

Form CD-121 (11-63) (Proc. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-3(45)108

TO 6544 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

DATE: June 13, 1966

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
L. R. Backlund
Administrative Manager

SUBJECT: Final Voucher
Federal-aid Project I-80N-3(45)108

The final voucher on subject project has been processed in "zero" amount. Your final claim was submitted for $29.90. Subsequently, this amount was claimed on the July, 1965, current billing--necessitating the deduction at this time.

REFERRED TO
BY ASST. STATE HWY. ENGR.
6-15-66

copies to
Marion
Paul Hatcher
6-15

RECEIVED
JUN 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 19 1965
FOR FILING

6544

April 19, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On April 13, 1965, we wrote to you concerning release of final payment on Contract No. 6544 awarded to Reforestation Services, Inc., for roadside seeding on the Rufus-Arlington Section of the Columbia River Highway in Sherman and Gilliam Counties.

Final payment on this contract is $671.20 and the total contract amount is $13,424. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Reforestation Services, Inc.
4280 South Commercial
Salem, Oregon

C. H. Maison
Attn: John Herr

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: April 9, 1965
SECTION: Rufus-Arlington		SECTION PREFIX: 628-1043
HIGHWAY: I 80 N		COUNTY: Sherman and Gilliam
NAME OF JOB: Rufus-Arlington	KIND OF WORK: Roadside Seeding	
CONTRACTOR: Reforestation Services, Inc.	CONTRACT NUMBER: 6544	FEDERAL AID PROJECT NUMBER: I80N-3(45)108&I80N-4(17)112
DATE OF CONTRACT: February 8, 1965	DATE WORK STARTED: February 25, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: 36 calendar	WORK DAYS USED: 27 calendar
PROJECT AUTHORIZATION: $15,102.00	ENGINEERING AUTHORIZATION: $1,073.92	PERCENT OF TIME ELAPSED: 75
EXCLUSIVE OF ENGINEERING: $14,028.00	ENGINEERING COST TO DATE: $ 376.89	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $13,424.00	PERCENT OF AUTHORIZATION . . . . 35.1 %	
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	DATE PROJECT WAS COMPLETED: March 6, 1965	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	~~XXXX~~ Seed	OIL AND/OR PAVE.	MAT'L. PROD.	Fertilizer
				100			100

	~~XXXX~~ Seeding	~~XXXXXX~~ Fertilizing	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	15.9	15.9			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	15.9	15.9			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	392 acres	392 acres			
TOTAL QUANTITIES CORRECTED TO DATE	392 acres	392 acres			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	392 acres	392 acres			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair		NOTED JOHN R. OAKES
MONDAY	Cloudy		
TUESDAY	Cloudy		
WEDNESDAY	Cloudy		
THURSDAY	Fair		
FRIDAY	Showers		
SATURDAY			

NOTED A.B. MARTIN

12 1965

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project has been completed. This will be the final weekly report for this project.

SIGNED J. Lowry

ADDRESS The Dalles, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BUT DOE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
APR 7 - 1965
FOR FILING
6544

April 7, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed March 6, 1965, on Contract No. 6544. The contract was with Reforestation Services, Inc., and was for roadside seeding on the Columbia River Highway in Sherman and Gilliam Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 7, 1965, and that you concur in this procedure at the Commission meeting on April 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan
J. F. Putnam
A. F. Parson

FBK:bg fn

RECEIVED
APR 5 - 1965
FOR FILING

April 2, 1965

Reforestation Services, Inc.
4260 Commercial St. S.E.
Salem, Oregon

Dear Sir:

Final inspection has been made by the Bureau of Public Roads and State on the Rufus-Arlington Section of the Columbia River Highway in Sherman & Gilliam County, Contract No. 6544, FA Project Nos. I-082-3(15)108 and I-082-4(17)112.

The contract work has been completed to the satisfaction of the Bureau of Public Roads.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Fred Elsbree
Asst. State Highway Engineer

Wise

cc: P. D. Morgan
L. H. Young

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
544 3-142	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 6		COUNTY Gilliam
		PROJECT NO. I-80N-4(17)112

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N John Day River to Arlington

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	12-21-64	0.00
*OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 11,812.00	$ 1,196.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd D. Stone

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: A. W. Parsons
(Division Engineer)

L. E. Backlund, Administrative Manager

Date executed by Division Engineer March 11, 1965

Oregon State Highway Department

Federal Aid
Project No. I-80N-4(17)112

JOHN DAY RIVER-ARLINGTON SECTION OF THE
COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 23, 1965

Type Code X005
Roadside Improvement (Sta. 387+00 to Sta. 812+00)(Contract No. 6546)

Roadside Seeding, including fertilizer and seed	All Required (80%)	$10,739.20
	Subtotal	$10,739.20
	10% Engr. & Cont.	1,072.80
	Total	$11,812.00

Length of project - - - - - - - - - - -0.00 miles

Federal Funds * - - - - - - - - - -

Oregon State Highway Department

Federal-Aid
Project No. I-80N-4(17)112

JOHN DAY RIVER-ARLINGTON SECTION OF THE

COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 11, 1964

Type Code X005
Roadside Improvement (Sta. 387+00 to Sta. 882+00)

Roadside Seeding, Including Fertilizer and Seed	All Required (EA)	$25,620.00
	Subtotal	$25,620.00
	10% Engr. & Cont.	2,562.00
	Total	$28,182.00

Length of Project - - - - - - - - - - - - - - - - 0.00 miles

Federal Funds -	$25,900.00
State Funds -	2,282.00
	$28,182.00

STATE COPY Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FO. PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
3-143	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 6		COUNTY Sherman
		PROJECT NO. I-80N-3(45)108

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Rufus to John Day River

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	12-21-64	0.00
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,952.00	$ 299.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd A. Stein

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: A. V. Parsons
(Division Engineer)

By: L. R. Packland, Administrative Manager

Date executed by Division Engineer March 11, 1965

Oregon State Highway Department

Federal-Aid
Project No. I-80N-3(45)103

RUFUS--JOHN DAY RIVER SECTION OF THE

COLUMBIA RIVER HIGHWAY IN SHERMAN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 21, 1964

Type Code X005
Roadside Improvement (Sta. 160+00 to Sta. 371+20)(Contract No. 6544)

Roadside Seeding, Including Fertilizer and Seed	All Required (20%)	$2,684.80
	Subtotal	$2,684.80
	10% Engr. & Cont.	267.20
	Total	$2,952.00

Length of Project - - - - - - - - - - - 0.00 mile

Federal Funds* -	$ 299.00
State Funds* (11%) -	26.00
US Army Funds (89%) -	2,627.00
	$2,952.00

*Tentatively based on State's share as 11% and US Army Corps of Engineers share as 89% of the cost of the project.

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939

State Funds for Maint.: Chap. 529, Laws 1939

Oregon State Highway Department

Federal-Aid
Project No. I-80N-3(45)108

RUFUS--JOHN DAY RIVER SECTION OF THE

COLUMBIA RIVER HIGHWAY IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 21, 1964

Type Code X005
Roadside Improvement (Sta. 160+00 to Sta. 371+20)

Roadside Seeding, Including Fertilizer and Seed	All Required (20%)	$ 6,100.00
	Subtotal	$ 6,100.00
	10% Engr. & Cont.	610.00
	Total	$ 6,710.00

Length of Project - - - - - - - - - - - - - - - - - - 0.00 miles

Federal Funds* -	$ 617.00
State Funds* -	54.00
US Army Funds -	6,039.00
	$ 6,710.00

* Tentatively based on State's share as 10% and US Army Corps of Engineers' share as 90% of the cost of the project.

Oregon State Highway Department

Federal-Aid
Project No. I-80N-4(17)112

JOHN DAY RIVER-ARLINGTON SECTION OF THE
COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 21, 1964

Type Code X005
Roadside Improvement (Sta. 387+00 to Sta. 882+00)

Roadside Seeding, Including Fertilizer and Seed	All Required (80%)	$24,400.00
	Subtotal	$24,400.00
	10% Engr. & Cont.	2,440.00
	Total	$26,840.00

Length of Project - - - - - - - - - - - - - - - - - - 0.00 miles

Federal Funds* - - - - - - - - - - - - - - - - - -

RECEIVED
MAR 4 - 1965
FOR FILING
6544

March 4, 1965

The District Engineer
Corps of Engineers, U. S. Army
Building 602, City-County Airport
Walla Walla, Washington

Re: Contract No.
DA-45-164-CIVENG-61-103
Relocation of Oregon
Highway Facilities
John Day Lock and Dam

Dear Sir:

Reference is made to your letter of February 11 regarding better liaison between our respective organizations, particularly with respect to financial obligations incurred. Comments upon your proposals are as follows:

(a) We were under the impression that all Extra Work Orders, Price Agreements, and State Force Orders on contracts administered by the State Highway Department had been submitted to your Resident Engineer, Mr. Ben Molle' in duplicate by our Mr. J. S. Sawyer. I am currently having Mr. Sawyer re-check all of these jobs to be sure that this has been done. I am further advised that in cases where the change orders are of some magnitude, joint field inspection is made by your people and Mr. Sawyer.

You may have assurance that we will take every precaution to see that you are kept fully advised. If submission of these documents through your Resident Engineer's office is not the proper routing, please advise us of the routing you would prefer.

(b) At the end of each estimate period, you will be furnished with copies of the Resident Engineer's Project Cost Report for each project over which we have jurisdiction. In the past, we have furnished you with a listing of the unbilled accrued costs on each state-administered project.

For your further information, I am enclosing a copy of the above listing. This, again, is furnished to your Resident Engineer at Boardman.

We hope the foregoing procedures will expedite reimbursement to the State and simplify the audit at the final settlement stage.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
Lloyd P. Shaw
Victor D. wolfe
L. H. Young
F. D. Morgan
Ivan Merchant
C. H. Maison
J. S. Sawyer
A. F. Parson
J. F. Putnam

LHY:mb fn

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

NPWCO-CA

11 February 1965

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Lock and Dam

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER
Draft for Cooper please

Dear Mr. Cooper:

It has come to my attention that, in preparation of final payments to State contractors performing work pursuant to the terms of our agreement contract above cited, there have been several changes executed under those contracts of which my office has not been informed and as a consequence, significant changes have been made in the obligation of the Government. I believe it is to our mutual advantage to develop a system of keeping our agencies as current as possible in such matters. I submit for your consideration that the following procedures be instituted as soon as possible:

a. Submit for my approval all changes to be executed under those construction contracts administered by your office and on which the Government has cost responsibility. This procedure is prescribed in Article 1c of our agreement. Any changes already executed should likewise be furnished so that our records may be current.

b. At the end of each month that your Resident Engineer staff make available for my staff of the Resident Engineer's office located at Boardman, Oregon, copies of the most recent payment estimates processed by you and work being performed by your contractors under this agreement contract and on which you are to be reimbursed from Government obligations.

Copy To Young
2-16-65

NPWCO-CA
Mr. Forrest Cooper

11 February 1965

It is anticipated that, by the use of these procedures, processing of reimbursement to the State can be materially expedited, be more accurate, and that the obligations of the State and Federal Government be adjusted realistically as the need arises.

Your comments are requested.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

RECEIVED
1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 15 1965
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5940 ——— Irrigon-Umatilla Section
Contract No. 5955 ——— Boardman Jct.-Irrigon Section
Contract No. 6014 ——— John Day River Bridge
Contract No. 6209 ——— Blalock-Arlington, G
Contract No. 6219 ——— Arlington Viaduct
Contract No. 6292 ——— Hoppner Jct. Interchange and N. Unit, Hoppner Jct.-Rhea
Contract No. 6314 ——— Hoppner Jct. Interchange Structure
Contract No. 6349 ——— E. Unit, Arlington-Hoppner Jct.
Contract No. 6351 ——— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ——— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ——— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ——— Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 2-5-65*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5940	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,116.87	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,668.11	1,269,668.11	1,269,666.01	2.10
6292	1,056,996.70	1,008,057.75	959,922.32	48,135.43
6314	83,262.83	83,262.83	-	83,262.83
6349	1,396,051.38	55,842.05	-	55,842.05
6351	587,300.59	523,142.53	480,158.90	42,983.63
6388	852,671.03	254,948.64	214,205.72	40,742.92
6396	226,033.82	101,715.22	-	101,715.22
				$ 375,905.28

* The above figures include Construction Engineering and Contingencies.

RECEIVED
FEB 19 1965
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

February 10, 1965

08-35.2-EC

T. Doc, Assistant Division Engineer
Salem, Oregon

Original signed by
T. Doc
Eng. Coordinator

Oregon Project I-80N-3(45)108 & I-80N-4(17)112
Rufus-Arlington Section
Roadside Improvement

As requested in Mr. Young's letter of February 9, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of February 8, 1965 in the award of contract No. 6544 to Reforestation Services, Inc. of Salem, Oregon, low bidder in the amount of $13,424.00 at the January 12, 1965 bid opening.

NOTED
LLOYD P. SHAW

Original To Young
2-19-65

RECEIVED
FEB 10 1965
FOR FILING

February 9, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Your concurrence as of February 8, 1965, is requested in the award of contract for the Rufus-John Day River and John Day River-Arlington Sections, Project Nos. I-80N-3(45)108 and I-80N-4(17)112.

The contractor receiving the award is Reforestation Service, Inc. in the amount of $13,424.00 with the Contract No. 6544 assigned. This bid was received January 12, 1965 and awarded February 8, 1965.

All rights of way or rights of entry have been acquired.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:jb

RECEIVED
APR 12 1965
FOR FILING

February 6, 1965

Reforestation Services, Inc.
P. O. Box 3291
Salem, Oregon

AGENDA
MAR 11 1965

Gentlemen:

The State Highway Commission on January 27, 1965, accepted your proposal for roadside seeding and fertilizing the Rufus-Arlington Section of the Columbia River Highway in Sherman and Gilliam Counties for the sum of $13,424 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6544.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

km

cc Pacific Builder & Engineer, Inc.
Seattle, Washington

Daily Journal of Commerce
Seattle, Washington

Daily Journal of Commerce
Portland, Oregon

Frank Morgan
L H Young
R. G. Savage (SIAC)
Mark Astrup

ER

RECEIVED
JAN 14 1965
FOR FILING
I-FOR-3(45)10[illegible]
65 14

January 14, 1965

District Engineer
Corps of Engineers, U. S. Army
Building 602, City-County Airport
Walla Walla, Washington

Re: Rufus-Arlington Section
Seeding and Fertilizing
I-80N-3(45)102
I-80N-4(17)112
DA-45-164-CIVENG-61-103

Dear Sir:

The Oregon State Highway Department received bids on January 12 for the seeding and fertilizing of the subject-named section of Interstate 80N. Reforestation Services, Inc., of 4280 Commercial Street South, Salem, Oregon, submitted the low bid of $13,424.00. This is substantially under the engineers' estimate. Bid tabulations covering the bids received are enclosed and certified to be correct.

Following is set forth the respective obligations of the Government and the State resulting from this bid as per Oregon State Highway Department letter of December 2, 1964 and your reply of January 5, 1965:

Total contract including engineering and contingencies		$15,102.00
Oregon State Highway Department obligation - 11% (Exclusive of engr. & contingencies):	$1,476.64	
5% preliminary engineering	73.83	
10% supervision and inspection	147.66	
Total Oregon State Highway Obligation		1,698.13
Corps of Engineers' Obligation		$13,403.87

With reference to your letter of January 5, 1965, it is not our intent to seed those areas where the ditches have been filled due to recent heavy rains.

With the foregoing in view, we request your concurrence in the award of this contract to the low bidder.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosure

cc A. W. Parsons
Bureau of Public Roads

Forrest Cooper
R. L. Porter
F. D. Morgan
C. H. Maison
L. M. Young
R. M. Chase

LHY:mb: ajw

DATE OF OPENING BIDS January 12, 1965
NO. OF BIDS RECEIVED 2

OREGON STATE HIGHWAY DEPAR

ITEMIZED BIDS RECEIVED

SECTION Rufus-Arlington
HIGHWAY Columbia River
COUNTY Sherman and Gilliam
TYPE OF WORK Roadside Seeding

NO.	ITEM	QUANTITY	UNIT	Reforestation Services, Inc. Salem		Evergreen Helicopters, Inc. McMinnville
				UNIT BID	AMOUNT	UNIT BID
1	RDSD SEEDING INCLUDING FERTILIZER & SD	1.000	LUMP SUM	13424.00	13,424.00	14159.04
	TOTAL BID				13,424.00	14,159.04

F.A.P. NO. I-80N-3(45)108, I-80N-4(17)112
SHEET NO. 1 OF 1 SHEETS PAGE 10

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED BIDS RECEIVED

	Reforestation Services, Inc. Salem		Evergreen Helicopters, Inc. McMinnville				
	UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
	13424.00	13,424.00	14159.04				
		13,424.00	14,159.04				

RECEIVED
DEC 30 1964
FOR FILING

I-ORN 3(45)108
G-12/4

U.S. DEPARTMENT OF LABOR
OFFICE OF THE SOLICITOR
WASHINGTON 25

DEC 23 1964

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

This is in reply to your letter of December 4, 1964, in connection with Federal-Aid Highway Projects Nos. I-80N-3(45)108 and I-80N-4 (17)112, Rufus-Arlington Roadside Seeding Project on the Columbia River Highway in Sherman and Gilliam Counties, Oregon. You ask whether your action under 29 CFR 5.5(1)(ii) for the following classifications and rates meets with our approval:

Classification	Wage Rates
Pilot	$170.00 per week
Aircraft Mechanic	120.00 per week
Loader	110.00 per week

A helicopter pilot is not considered to be either a laborer or mechanic within the meaning of the terms "laborers" or "mechanics" under the Davis-Bacon Act as extended to the Federal-Aid Highway Act of 1956. Therefore, no action is necessary or appropriate under 29 CFR 5.5(1)(ii) to employ such a classification on these projects.

In regard to the aircraft mechanic and loader, there would appear to be a question of fact as to whether they may be said to be covered by the act. But in any event, if no questions have been raised concerning the conformity of the wage rates you propose, then it would appear unnecessary to examine the coverage question.

Yours sincerely,

Charles Donahue
Solicitor of Labor

By
E. Irving Munger
Associate Administrator

Orig. to Young
12-29-64

RECEIVED
JAN 7 - 1965

December 22, 1964

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Dear Sir:

Reference is made to our proposed contract "Rufus-Arlington Section, Roadside Seeding" on the Columbia River Highway in the area of the John Day Lock and Dam Project.

We request your participation in this contract as outlined in Article 3, paragraph b of Contract No. DA-45-164-CIVENG-61-103.

Enclosed please find the original plan sheet drawings for your review and signature of approval, copies of contract specifications and copies of plans and estimates showing split of quantities for the Corps' and the State's obligations.

The plans show cross-hatched areas to represent approximate areas to be seeded and fertilized, exclusive of fill areas. The fill areas are listed along the centerline by a line and appropriate stationing. Both of these areas were determined in the field and worked up from cross-sections. We have shown the areas of Corps of Engineers' obligation in green and the State's areas of obligation in red. We have designated the State's areas as all the work from the beginning of project to Station 202+00, the areas to be covered along the westbound off and on legs of the West John Day River Interchange and our betterment areas of right of way as shown on Exhibit "D" in Contract No. DA-45-164-CIVENG-61-103 where these betterment areas are in the area to be seeded. The remaining areas we have designated as the Corps' area of responsibility.

The percentage of the total acreage for the Corps of Engineers is 89 and 11 for the State.

We have advertised this contract, with approval from the Bureau of Public Roads with the stipulation that we have your approval and concurrence in your obligation prior to our award of this contract. We have discussed this with your Mr. Curt Hansens by phone and received his verbal approval.

The following summaryreveals the respective estimated obligations. The actual cost will be adjusted by the aforementioned percentages based on the actual bid price.

Total Contract Including Engineering & Contingencies		$34,312.50
Oregon State Highway Department Obligation-		
(11% of contract exclusive of Engineering and Contingencies)	$3,355.00	
+5% Preliminary Engineering	$ 167.75	
+10% Construction Supervision & Inspection	$ 335.50	
Total Oregon State Highway Department Obligation		$ 3,858.25
Total Corps of Engineers Obligation		$30,454.25

In order that we may meet our schedule of taking bids for this project on January 12, 1965 we would greatly appreciate your early attention to this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

DLT:bjm
encs.

cc: F. D. Morgan
Dean Swift
A. F. Parson

RUFUS-ALLENTON SECTION, ROADSIDE BREEDING

QUANTITY SUMMARY & COST ESTIMATE

	State Share	Corps of Engineers Share
Sheet No. 2	33.3 Acres	4.1 Acres
Sheet No. 3	8.6 Acres	26.8 Acres
Sheet No. 4	1.0 Acres	4.6 Acres
Sheet No. 5	0.3 Acres	43.5 Acres
Sheet No. 6	- -	67.9 Acres
Sheet No. 7	- -	109.6 Acres
Sheet No. 8	- -	45.6 Acres
Sheet No. 9	- -	53.4 Acres
TOTALS	43.2 Acres	353.5 Acres

Total Project	396.7 Acres		
State Share	43.2 Acres	=	11%
Corps of Engineers Share	353.5 Acres	=	89%

Total Project Cost Lump Sum	$50,500.00
Engineering & Contingencies 12-1/2%	3,812.50
TOTAL	$54,312.50

State's share of lump sum 11% x $30,500.00 = $3,355.00

477 Cottage St. N.E.
Salem, Oregon 97301

December 21, 1964

08-35.2-08

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Projects I-005-3(A5)105 and I-005-4(17)112
Aufus-Arlington Section
Roadside Seeding

P.S. & E. documents for the subject projects have been reviewed and are hereby approved. You are authorized to advertise the projects for bids. Signed copies of the title sheets are returned herewith.

Our authorization is with the understanding that all necessary right-of-way has been acquired for occupancy and contractor's use, with advisory assistance provided, and further that control of access rights has been acquired with the possible exception of those involved with utilities as indicated in Mr. Wright's and Mr. Litchfield's December 10, 1964 and December 16, 1964 reports, respectively.

Your December 16, 1964 status report for utility right-of-way indicates that no adjustments are involved. We believe that the Corps of Engineers has acquired all existing utility easements. Appropriate permits should be forthcoming. Certification concerning such access rights and evidence that the Corps has approved the plans and estimate should be furnished prior to our concurrence in award.

Mr. Young's December 17, 1964 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

The use of the Standard Specifications for Highway Construction - 1964, is approved for use on this specific project.

The use of the Division 1 - General Requirements, Article 8-1 Subletting, dated 12-1-64, Supplemental Standard Specification is approved for use on this specific project.

Attachment

Original to Young
with attach.
12-30-64

RECEIVED
DEC 7 - 1964
FOR FILING

December 4, 1964

Mr. Charles Donahue
Solicitor of Labor
U. S. Department of Labor
815 Mount Vernon Place, N.W.
Washington 25, D.C.

Dear Sir:

This is in connection with Federal-Aid Highway Projects Nos. I-008-3(45)106 and I-008-4(17)112, Rufus-Arlington Roadside Seeding Project on the Columbia River Highway in Sherman and Gilliam Counties, Oregon, which are covered by area wide labor decision No. AD-7,176 dated October 21, 1964. Bids for this project are to be received on January 12, 1965.

This project involves the use of helicopters in the spreading of grass seed and fertilizer material on highway cut and fill slopes and other construction scars in order to prevent erosion and restore the scenic value along the highway.

We checked with Evergreen Helicopters, Inc., P. O. Box 382, McMinnville, Oregon, and were advised that they had performed similar type work by contract with the U. S. Army Engineers, and the following rates were approved and used on that project:

Classification	Wage Rates
Pilot	$173.07 per week
Aircraft Mechanic	136.92 per week
Loader	115.38 per week

On the basis of this information and in conformance with the provisions in Regulations Part 5, Title 29, C.F.R., paragraph 5.5(1)(ii), we are establishing the following classifications and rates as minimums for use on this project.

Classification	Wage Rates
Pilot	$170.00 per week
Aircraft Mechanic	120.00 per week
Loader	110.00 per week

Please advise if this does not meet with your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

AB:jb

cc: A. W. Parsons, BPR
V. G. O'Neil

RECEIVED
DEC 10 1964
FOR FILING

IF 8011-3(45)
[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1964

SUBJECT: Approval of Plans.

To: Lloyd P. Shaw
Asst. State Highway Engineer

B U I L D I N G

Plans and cost estimate for the following project are herewith submitted for appropriate action:

Project and Kind of Work: Rufus- Arlington
Roadside Seeding

Letting Date: Jan.12, 1965

Completion Date: Mar. 15, 1965

Estimated Total Cost: 27,000.00

Program Authorization: 30,000

L. H. Young
Office Engineer

NOTED
LLOYD P. SHAW

NOTED
R. L. PORTER

S-166(4) Powell Valley Rd.-Duncan Rd. 1966
Sec., Mt. Hood Hwy. (Grad.,
#6545 Pav., Struct. & Sign.) [redacted]

C&A 2794

Salem

- Final Report -

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Powell Valley Road - Duncan Road		WEEK ENDING: Feb. 4, 1967
		SECTION PREFIX: 3-1090
HIGHWAY: Mt. Hood		COUNTY: Clack. - Mult.
NAME OF JOB: Powell Valley Rd. - Duncan Rd.	KIND OF WORK: Grading, Paving, Structure & Signing	
CONTRACTOR: Roy L. Houck Son's Corp.	CONTRACT NUMBER: 6545	FEDERAL AID PROJECT NUMBER: S-166 (4) State
DATE OF CONTRACT: Feb. 6, 1965	DATE WORK STARTED: March 8, 1965	ESTIMATED COMPLETION DATE: July 26, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 507	WORK DAYS USED: -
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED: 533
PROJECT AUTHORIZATION: $ 2,219,422.38	SPECIFIED COMPLETION DATE: July 1, 1966	PERCENT OF TIME ELAPSED: 105
EXCLUSIVE OF ENGINEERING: $ 2,061,596.79	ENGINEERING AUTHORIZATION: $ 157,825.89	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,020,500.00	ENGINEERING COST TO DATE: $ 170,310.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1.5 %	PERCENT OF AUTHORIZATION: 107.7%	DATE PROJECT WAS COMPLETED: July 26, 1966

Final Report

ESTIMATED PERCENT COMPLETE (ROADWORK) Semi-final submitted 9-9-66.

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	Pave 100 Oil 100	100	Signing 100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.22	8.25		8.25	8.25
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.22	8.25		8.25	8.25
TOTAL ESTIMATED QUANTITIES (CONTRACT)	225,600	652,600		300	68,400
TOTAL QUANTITIES CORRECTED TO DATE	252,350	635,700		336	73,200
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	252,350	635,700		336	73,200
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9381							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy			
TUESDAY	Fair			
WEDNESDAY	Cloudy			
THURSDAY	Some Clearing			
FRIDAY	Fair			
SATURDAY				

RECEIVED
FEB 9 1967
CONSTRUCTION
DIVISION

Final Report

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

A draftsman worked 2 days this week placing monuments and bench marks on the "As Constructed Project Plans.

The map, transit notes and bench mark data were submitted this week.

- Final Report -

SIGNED W. J. Hosford LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

RECEIVED
NOV 16 1966
FOR FILING

S-166(4)

6545

November 16, 1966

General Insurance Company
of America
209 S.W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6545 awarded to Ray L. Houck Sons' Corporation for grading, paving, structure, and signing on the Powell Valley Road-Duncan Road Section of the Mt. Hood Highway in Clackamas and Multnomah Counties, was completed on July 26, 1966, and accepted by the Highway Commission on November 15, 1966.

Final payment in the amount of $64,939.50 will be released to the contractor after November 23, 1966. The total contract amount is $2,012,239.12 including $13,914.49 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fim

cc Ray L. Houck Sons' Corporation
P.O. Box 671
Salem, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
NOV 16 1966
FOR FILING

S-1106 (4)
6545

November 15, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 26, 1966, on Contract No. 6545. The contract was with Ray L. Houck Sons' Corporation and was for grading, paving, structure, and signs on the Powell Valley Road-Dunaan Road Section of the Mt. Hood Highway in Multnomah and Clackamas Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 15, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klabee
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. W. Mulion

bg

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NOV 9 = 1966

FORM E-30X — 50M — 1-66 SP*18102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4, 1966

SUBJECT: Powell Valley Rd.-Duncan Rd. Section
Mt. Hood Highway
Quantity Overrun Claims
Contract No. 6545

To: Mr. L.W. Rulien
Division Engineer
State Highway Department
Portland, Oregon 97202

We have considered your October 20, 1966 letter transmitting an informal claim from contractor Houck based on two bid quantity overruns as follows:

BID ITEM	CONTRACT QUANTITY-TONS	CONTRACT QUANTITY-TONS	CHANGE PER CENT	CLAIM AMOUNT
12. 3/4-0	49,400	56,116	13.6% over	$1,930.85
17. Class "B" A.C.	68,400+	73,501+	7.5% over	$5,866.15

Actual specific gravity of the 3/4-0 material the contractor supplied (based on 18 tests) averages about 2.8; whereas, the contract estimate was based on a specific gravity of 2.7. This factor alone would account for a 3.7 per cent overrun. The same situation exists with respect to the A.C. aggregate. (18 tests on 3/4-1/4 average 2.81, and 13 tests on 1/4-0 average 2.78) The contractor supplied this material from his own source.

Although the State reserves the right to increase or decrease quantities, (Articles 3-2 and 4-2) we apparently did not knowingly do so on this project. No dimensional changes were ordered. We have also rough checked the plan quantities and can find no error. We note from the Resident Engineer's narrative report his comment on the A.C. overrun to the effect that the contractor did not properly control his A.C. thickness, particularly on supered sections and shoulders. Something specific may be available from core samples, but we haven't pursued this. Particularly on the A.C. item then, because of the contractor's choice of rock having higher specific gravity, and in the absence of any plan change, we believe the facts available so far are inadequate to justify payment of the overrun claim.

These same factors apply to the 3/4-0, although perhaps to a lesser extent. It has approximately twice the overrun percentage, but represents only about one-fourth of the money claimed.

I have discussed this informally with one of our attorneys and he concurs, from the facts available at this time, in the recommendation to decline payment. We suggest you so advise the contractor.

F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:sg

cc: F.B. Klaboe

RECEIVED
NOV 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 17 1966
FOR FILING
S-166(4)
6545

October 17, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File: 08-35.3

Dear Sir:

Submitted herewith are three sketches of the comparison of vehicular traffic for the Powell Valley Road-Duncan Road Section before and after construction of the Mt. Hood Highway, US26.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

CMK:mp ja

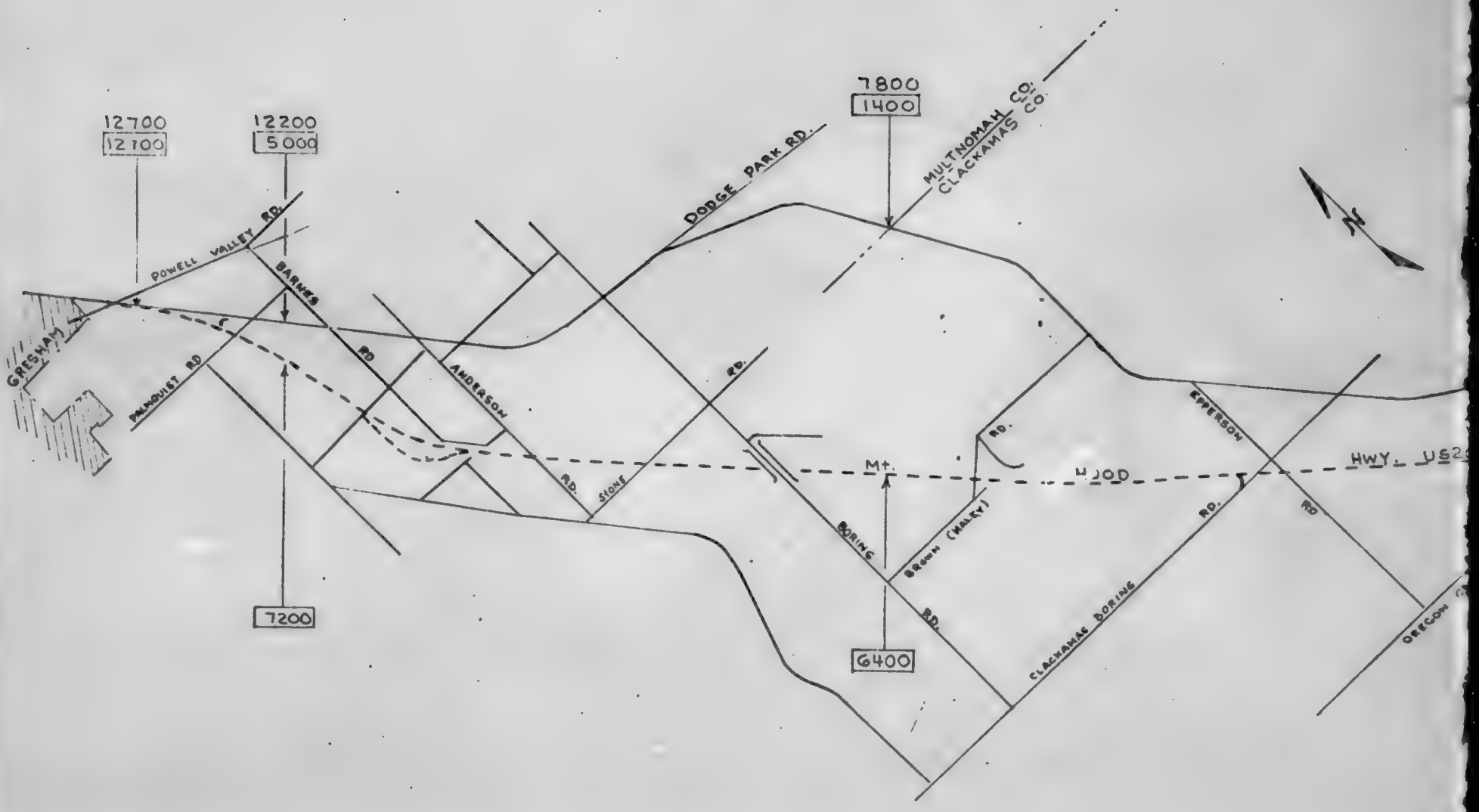
Attachments (3)

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Klaboe
Lloyd Shaw
F. D. Morgan
L. W. Rulien
F. B. Crandall.
L. H. Young
R. W. Failmezger

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

COMPARISON OF VEHICULAR TRAFFIC
POWELL VALLEY ROAD - DUNCAN ROAD SECTION
AFTER CONSTRUCTION OF MT. HOOD HIGHWAY NO. 26 (US-

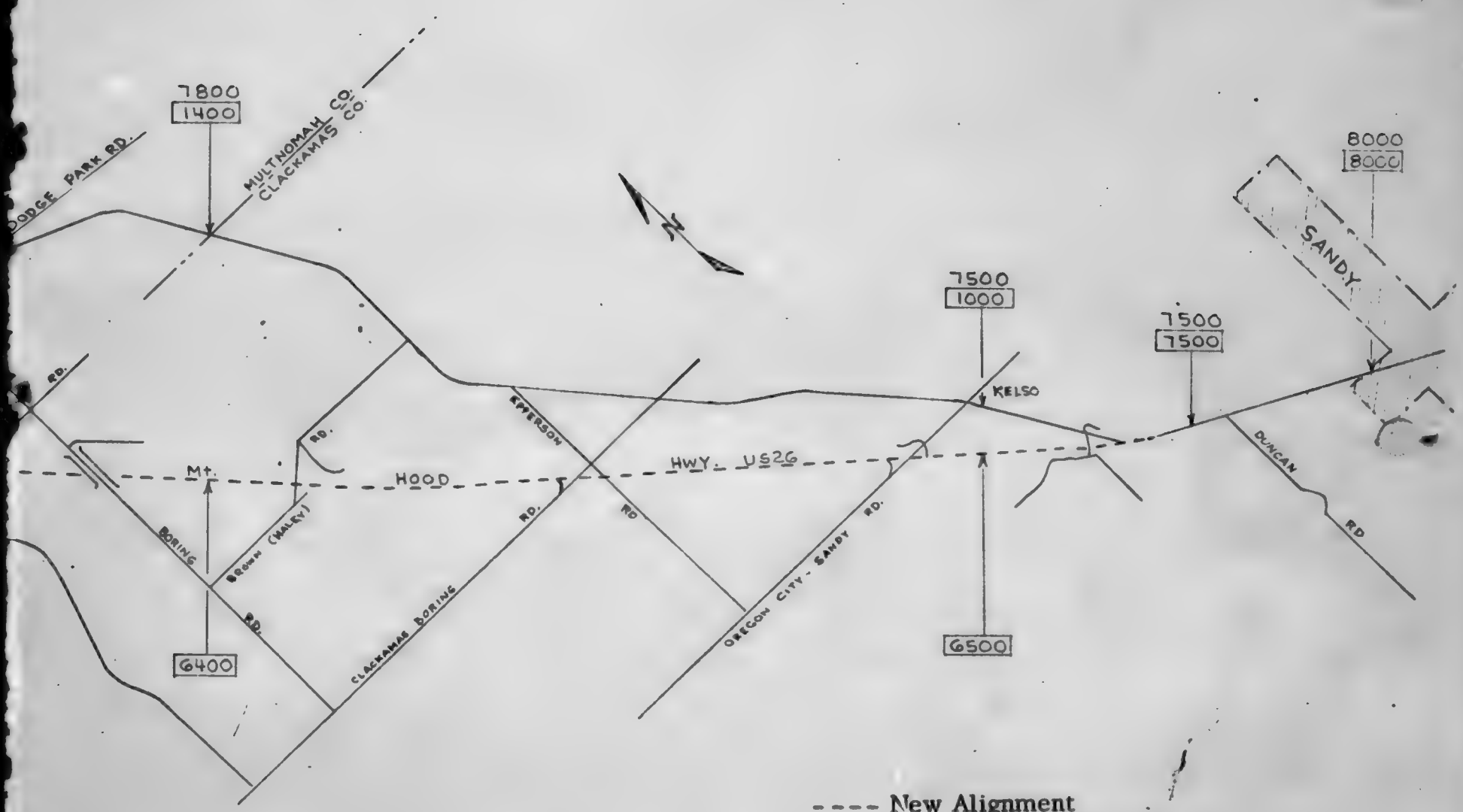
000 1966 ADT Before Construction
[000] 1966 ADT After Construction
Opened to traffic June 22, 1966



OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

COMPARISON OF VEHICULAR TRAFFIC
POWELL VALLEY ROAD - DUNCAN ROAD SECTION
AFTER CONSTRUCTION OF MT. HOOD HIGHWAY NO. 26 (US26)

000 1966 ADT Before Construction
[000] 1966 ADT After Construction
Opened to traffic June 22, 1966



---- New Alignment

RECEIVED
NOV 7 - 1966
FOR FILING

S-166(4)

6545

October 7, 1966

#3

Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting on October 6 considered your request for an extension of time on Contract No. 6545 on the Powell Valley Road-Duncan Road Section of the Mt. Hood Highway in Clackamas and Multnomah Counties.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for an extension of the completion date from July 1 to July 26, 1966.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc L. W. Rulien
Willard Scofield
L. H. Young
F. D. Morgan
C. H. Maiden
Bureau of Public Roads

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1966

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Extension of Time
Powell Valley-Duncan Road
Mt. Hood Highway
Contract No. 6545

Attached is a request from Roy L. Houck Sons' Corporation, contractor on the subject contract, for an extension of the specified completion date from July 1 to July 26, 1966. The contractor's request is based on work done by Price Agreement involving signing.

This project was awarded in February of 1965. In March of 1966 it was determined that extra signing would be required at the Hilyard Road Crossing. A Price Agreement was initiated to cover this work on March 8, 1966. The contractor made arrangements to have the aluminum signs ordered immediately, but due to military commitments the signs were not delivered to the supplier until early July, 1966. There was no delay in additinnal work required on the signs after their delivery to the supplier. The signs were received and installed on the project on July 26, 1966, which is, therefore, the project completion date. This additional item amounts to a plan change and eligible for consideration for time extension under Section 8-8 of the specifications. The regular contract work was substantially complete by the July 1 specified date.

Based on the delay caused by the late addition of this signing work and the delay in delivery which was no fault of the contractor, we recommend that the specified completion date be extended to July 26, 1966. This will eliminate all liquidated damages (which amount to $5,200 for the 26 days). This is a Federal-aid Secondary and State project under the 1964 Standard Specifications.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

RECEIVED
AUG 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:bjm
Attachments

cc: L. H. Young

E-300 (Rev.)—8M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 1, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from July 1, 1966 to July 26, 1966 ~~days~~ within which to complete our Contract No. 6545, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Attached letter July 22, 1966 - V-9

Respectfully submitted,

ROY L. HOUCK SONS CORPORATION
Contractor

By [signature]

CONSENT OF SURETY

Date August 3, 1966

We, GENERAL INSURANCE COMPANY OF AMERICA

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
James F. Darby Attorney-in-fact

(SEAL)

[signature]
John L. Kroder Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6545 Contractor Roy L. Houck and Sons

Highway Mt. Hood

Section Powell Valley - Duncan Rd.

Kind of Work Grading, Paving, Bridge and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

For late signing work added by Price Agreement.

Recommended for Approval:

[signature]
Asst Division Engineer

[signature]
for Construction Engineer or Bridge Engineer

[signature]
Assistant State Highway Engineer

Contract No.	6545
Project designation	S-166(4) & State (State-Federal)
Date awarded	February 6, 1965
Work started	March 8, 1965
Per cent completed	100% July 26, 1966 (Date)
Spec. Completion Date	July 1, 1966
Completion Date	July 26, 1966
Calender days No. of Added Workdays Requested	25

ST-6296-734

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OCT 14 1966
FOR FILING

S-1661(4)

6545

TIME EXTENSIONS APPROVED BY HIGHWAY COMMISSION 10-6-66

Construction Division Federal-aid Contracts

Agenda No. 3c	Contract No.	Section	Extension Granted: Penalty Days	Extension Granted: Amount	B.P.R. Participation
3	6545	Powell Valley Rd.-Duncan Rd.	26*	$5,200	Partly Sec. All Assumed
6	6717	Crystal Springs-Rocky Point	18	$1,800	Secondary All Assumed
8	6793	Eggleson Corner-Strohm Rd.	24	$1,800	Secondary All Assumed
11	6548	Canyon Creek Pass-Azalea	50*	$10,000	All

* Extension covers all time to actual completion, leaving no penalty.

NOTED
J. B. MABRY

cc: F. B. Klaboe
L. H. Young
C. H. Maison
J. A. Bond

RECEIVED
OCT 1 1 1966
DPI
STATE HIGHWAY COMMISSION

JAB:rw

RECEIVED
SEP 6 - 1966
FOR FILING

E-166(4)

6545

September 2, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 3
October 6, 1966 meeting

Gentlemen:

We have received a request for an extension of time from Ray L. Houck Sons' Corporation, contractor on the Powell Valley Road-Duncan Road Section of the Mt. Hood Highway in Clackamas and Multnomah Counties, Contract No. 6545. The contractor's request is based on delay in completing some extra signing added to the contract by Price Agreement.

In the latter stage of the contract, it was found necessary to add some large aluminum signs at the Hilyard Road Crossing. Due to the time required for fabrication, the signs were not available from the supplier until July and were promptly installed by the contractor. The contract work was completed on time.

I recommend that the contract completion date be extended from July 1 to July 26, 1966, which will eliminate all liquidated damages.

This matter will be on the agenda for your consideration at the October 6 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. W. Rulien

JAB:bjm bg

25-000 (Rev.)—6M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 1, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from July 1, 1966 ~~July 22, 1966~~ days to ..... days, within which to complete our Contract No. 6545, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Attached letter July 22, 1966 - V-9

Respectfully submitted,

ROY L. HOUCK SONS CORPORATION
Contractor

By .....

CONSENT OF SURETY

Date August 3, 1966

We, GENERAL INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James T. Hardy
Attorney-in-fact

(SEAL)

John L. Kroder
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6545 Contractor Ray L. Houck and Sons

Highway Mt. Hood

Section Powell Valley - Dunnen Rd.

Kind of Work Grading, Paving, Bridge and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

For late signing work added by Price Agreement.

Recommended for Approval:

[signature]
Division Engineer

[signature]
for Construction Engineer or Bridge Engineer

[signature]
Assistant State Highway Engineer

Contract No.	6545
Project designation	S-166(4) & State (State-Federal)
Date awarded	February 6, 1965
Work started	March 8, 1965
Per cent completed 100%	July 26, 1966 (Date)
Spec. Completion Date [redacted]	July 1, 1966
[redacted] Completion Date	July 26, 1966
No. of Added [redacted] Requested	25 Calendar days

BP*6296-734

FORM E-122X SDM 7-66

RECEIVED
OCT 3 2 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6545

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 29, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 26, 1966, on Contract No. 6545, Powell Valley Rd.-Duncan Rd. Section, in Clackamas and Multnomah Counties, in connection with Federal-Aid Project No. S-16(4).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
F.B. KLABOE

Bureau of Public Roads
Oregon Division Office Endorsement Date: 9-15-66

Conditions noted on above date: None

A. W. Parsons
Division Engineer

By G. R. Brooks
District Engineer

None

L H Young
9-21-66

RECEIVED
JUN 23 1966

OREGON STATE HIGHWAY DEPARTMENT
Salem Oregon

FOR FILING
PUBLIC INFORMATION OFFICE

PHONE 364-2171 Ext. 1501

66-141-Se

S-166(4)
6.4.6.

NEWS RELEASE

FOR IMMEDIATE RELEASE

June 21, 1966

The Powell Valley-Duncan Road Section of the Mt. Hood Highway (US26) will be opened to traffic at approximately 4 p.m., Wednesday, June 22, it was announced today by Forrest Cooper, state highway engineer.

This limited-access arterial is about 8.25 miles in length and is a four-lane divided highway. This new section connects with the section of this highway through Sandy which was completed last fall. The motorist will now have continuous four-lane traffic from Powell Junction at the east end of Gresham, through Sandy to Alder Creek.

This new route will replace the existing Mt. Hood Highway between Gresham and Sandy and will greatly improve the safety of the highway. It is moving ever closer to Portland and in time will connect with the future Mt. Hood Freeway.

Highway Department officials cautioned that there will be some construction activity along the new highway for another two or three weeks but the area will be well marked by flagmen and signs. They urged drivers to obey instructions when driving through the area.

# # # # # # # # # #

RECEIVED
JUN 2[illegible] 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
VICTOR D. WOLFE

RECEIVED
SEP 28 1965
FOR FILING
S-166 (4)
6215

September 27, 1965

Mr. Norma Hunt
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Hunt:

As requested in your September 16 letter, we have had Division Engineer L. W. Bulien talk to Mrs. Earl Marsh of Marion concerning her complaint of the Hewek gravel operation in that area.

The Highway Department has been contacted on several occasions relative to this operation and technically we are somewhat powerless to effect a change. Years ago, the State would select gravel sources or quarry sites and require contractors to use them on specific jobs and contracts. However, some little time ago, the Bureau of Public Roads issued a regulation on Federal-aid work to the effect that contractors must be allowed to secure material from sources of their own choosing and that if the State secured a site and the contractor did not elect to use it, no Federal-aid could be used in the cost of acquiring the material source. For this reason, the practice has been shifted in recent years to making it the responsibility of the contractors for securing sand, gravel, and crushed rock from sources of their own selection.

In the instant case, Hewek Sons' Corporation either owns or leases the gravel site. Mrs. Marsh contends that such activity should not be permitted in this area. While I can see that such an operation would be obnoxious to residential property in the close proximity, nevertheless, if the Hewek organization is complying with all State and local laws, they are not operating an act over which the Highway Commission has any regulatory power.

Mr. Bulien stated that he spent about an hour talking to Mrs. Marsh. She was very courteous; however, little was accomplished except to listen to her side of the complaint.

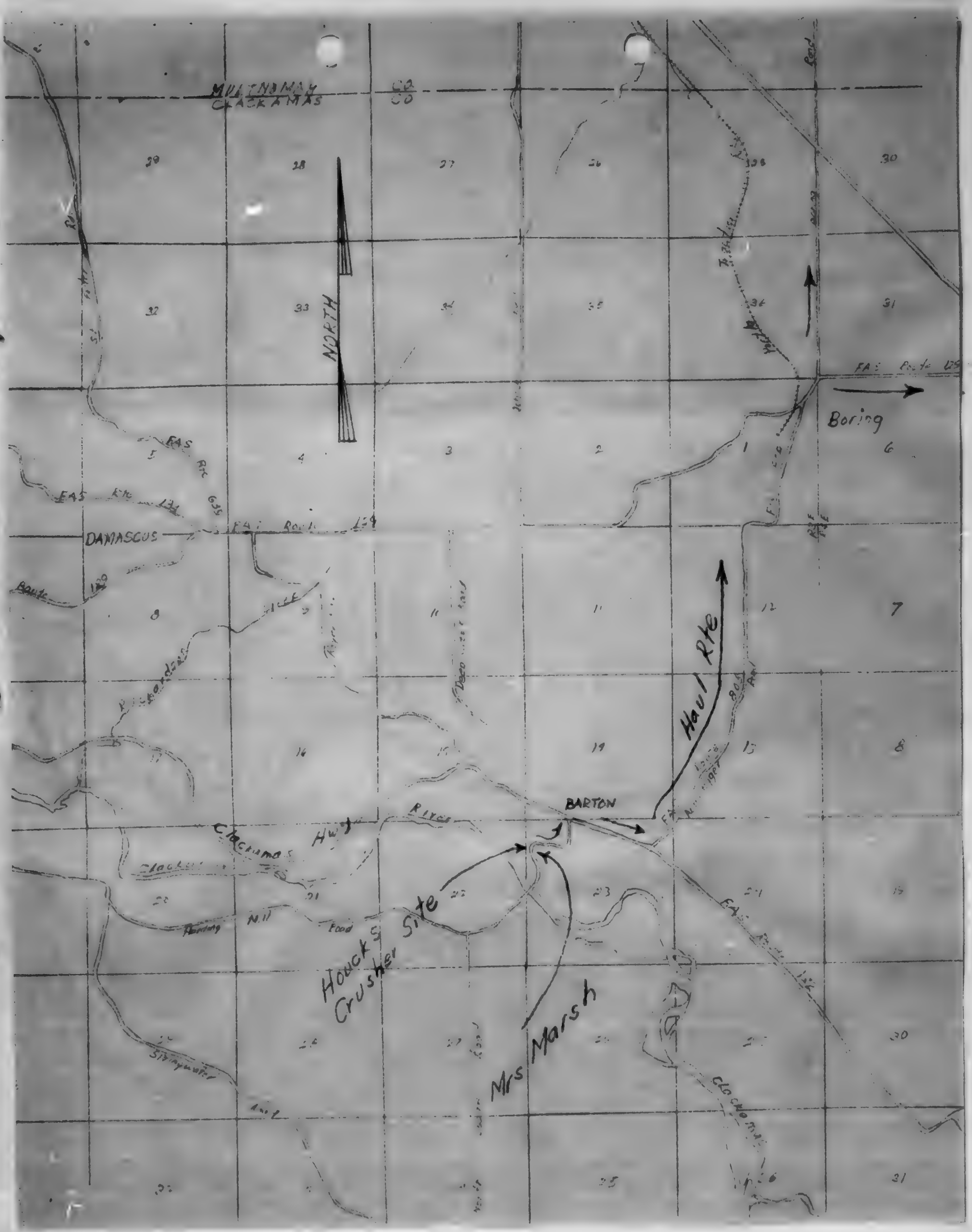
If there is anything further we can furnish on this subject, please let us know.

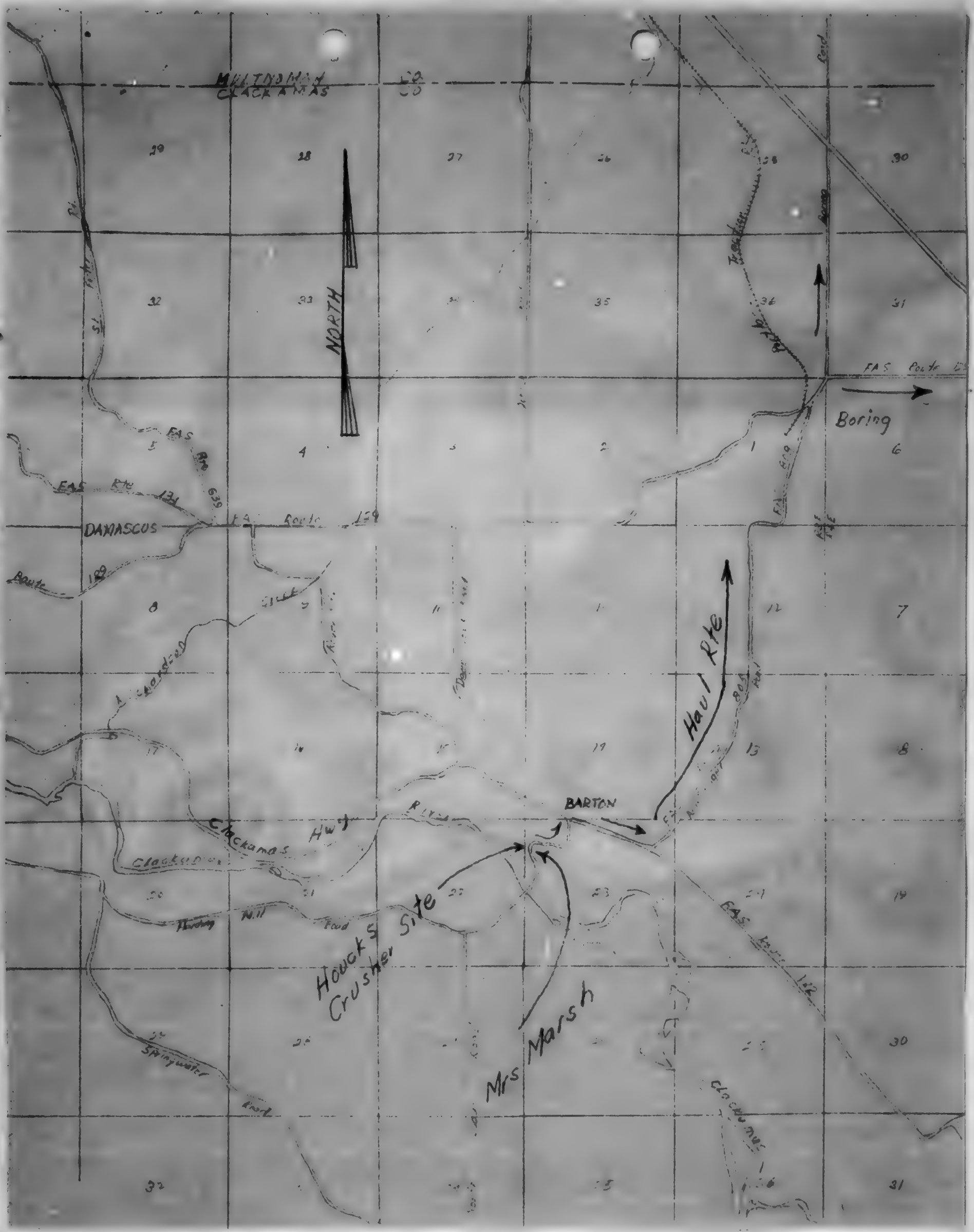
Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. B. Kinlaw
Victor D. Wolfe
L. W. Hulion

RLP:ms bg


MULTNOMAH
CLACKAMAS
CO
CO
NORTH
FAS Route 172
Boring
FAS Rte 635
FAS Rte 172
DAMASCUS
Route 212
Haul Rd
Pit
BARTON
Clackamas River
Hwy
Rinker
Houck's Site
Crusher
Mrs Marsh
Clackamas River


MULTNOMAH
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Haul Rte
BARTON
Clackamas
Hwy
Houck's Site
Crusher
Mrs Marsh
Stringwater
Ford

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SEP 28 1965

FOR FILING
166(4)

NOTED

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 22, 1965

To: Mr. R. L. Porter
Deputy State Highway Engineer
Salem

SUBJECT: Continuing Complaint
Mrs. Marsh
Houck Crushing and Hauling Operation
Powell Valley Road to Sandy

As requested in your telephone call of Monday, I contacted Mrs. Marsh at her home on Monday afternoon, September 20, and discussed her problems.

Mrs. Marsh lives about a quarter of a mile south of Barton on a county road. Directly across from Mrs. Marsh's house is a large gravel bar adjacent to the Clackamas River, which is in private ownership and on which the Roy L. Houck Sons' Corporation has set their crusher for the production of aggregates for the base and paving of two State contracts--namely, the Powell Valley Road-Duncan Road project and the Duncan Road-Sandy project. There are something more than 600,000 tons of aggregates required for completion of these two jobs. Attached are some photographs which help illustrate the problems. Also attached is a portion of a map which indicates the location of the Marsh home, the Houck set-up and the roads over which the aggregates are hauled to the job. Incidentally, Houck has subcontracted the hauling and placing of the base rock to George Spencer.

Mrs. Marsh has talked to, written to, and had meetings with nearly everyone that she can think of. She has apparently talked to Warne Nunn, Jomel C. Hill, Clackamas County Board of County Commissioners, State Sanitary Authority, State Police, County Sheriff's office--to mention a few. I spent about an hour with her, and she was quite pleasant. She indicated that she didn't think that the property should have been used for a source of gravel in the first place. Secondly, apparently right from the inception of this project there was a minor controversy over ownership of a small piece of property on the Houck side of the county road. Mrs. Marsh thought that she owned it and denied Houck the right to cross it for access to the county road. Apparently titles were searched, and it was finally determined that Mrs. Marsh did not, after all, legally own it, and so she desisted in her efforts. She is concerned about the noise, both of the crusher operation and the trucks hauling the material from the plant. Houck is, of course, operating on

a two-shift basis. She is concerned about the dust problem. There is no question but what dust from the operation gets in her yard and on her property. She is documenting a case to sue Houck for damages due to this factor. She is concerned about the number of trucks traversing this portion of the county road. It is a narrow, winding road, and the trucks loom quite large upon it. Our resident engineer has had meetings with safety representatives of the Houck Corporation and the other members of the Houck Corporation, and flashing amber lights are to be installed at the point where the trucks enter this county road. There have been no accidents to date. I have repeatedly requested our resident engineer to have his people observe the manner in which these trucks operate--that is, whether their speeds are excessive along these roads and whether or not they are disregarding normal courtesy of the road. We have not observed any incidences where the trucks are operating in a manner inconsistent with good practices, although Mrs. Marsh alludes to many instances where supposedly the trucks operate too fast and hog the road.

I do not believe that there is anything that can be done that would satisfy Mrs. Marsh. She did not believe in the first place that this area is appropriate for a gravel crushing operation. She is against this operation taking place and will remain against it until the work is concluded. It does not appear to me that we could have done anything in our specifications to preclude the use of a source such as this. It appears to me that this must be a matter for local zoning authorities; that is, either an area allows gravel crushing operations or it doesn't. If gravel crushing in an area is allowed it looks as if this should constitute a legitimate source for a Highway Department contract.

There is another problem which this type of situation points out which, in my mind, is more serious--namely, the fact that most of these county roads over which the haul is being made to our job are extremely weak. This long, continuous, heavy haul is doing extensive damage to these county roads. However, the haul is, of course, legal highway loads. Nevertheless, the roads were not built or designed for this type of haul but rather as farm-to-market rural roads. Here again I do not know what we could have done in our specifications which would have ruled out a source such as this due to damage to local roads by the hauling equipment. It would appear that it should be up to the local jurisdictions to impose hauling restrictions on those roads not capable of sustaining a haul such as this. However, if they have not imposed restrictions prior to our letting of the contract (and this would normally be the case) then the contractor would bid on a source anticipating that legal haul could be made. This puts the county commissioners in an extremely difficult position for restricting the haul. Perhaps we

could include some language in our special provisions advising prospective bidders that they should check with the local jurisdictions who control the roads over which they intend to haul so as to assure themselves of the type of load which will be permitted.

L. W. Rulien
Division Engineer

LWR:lh

Enc.

cc: F. B. Klaboe
F. D. Morgan

RECEIVED
SEP 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 3 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR PTL #9
S-166(4)
4545

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 3, 1965

Hon. Robert Y. Thornton
Attorney General
Department of Justice
Supreme Court Building
Salem, Oregon 97310

Dear Mr. Thornton:

In compliance with your request for information upon which to reply to a complaint about the activities of Roy L. Houck & Sons, Corp. on a road construction project near Sandy, I am forwarding to you copies of a similar complaint directed to the Chairman of the Highway Commission, a copy of a report by the Resident Engineer and Mr. R. L. Porter's reply to the complainant.

The contractor is constructing a section of the relocated Mt. Hood Highway known as the Powell Valley Road-Duncan Road Section. The project is depicted on the attached sketch map. The relative location of the community of Barton is indicated in pencil and is probably three or four miles from Boring.

Since I have no other particulars of the complaint, I cannot be more specific. If the attached information is insufficient for your purposes, I will attempt to provide such other as you may request.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:lb
Attachment
bcc--R. L. Porter

RECEIVED
SEP 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 31 1965
FOR FILING

Sec 6(1)
6545

OREGON STATE SANITARY AUTHORITY
STATE OFFICE BUILDING
1400 S. W. 5TH AVENUE
PORTLAND, OREGON 97201

August 25, 1965

Ray Houck & Sons Incorporated
P.O. Box 671
Salem, Oregon

re: I# 5-1 Sand and Gravel

Gentlemen:

On Tuesday, August 24, 1965, this office received several complaints alleging highly turbid water in the Clackamas River. An investigation by a staff member traced the cause of the turbidity to the Houck Corporation gravel-mining operation near the Barton Bridge in Clackamas County.

It was observed that river channel changes had been made and river flows were diverted to cut through the gravel removal area causing large amounts of silt to be picked up and transported for the remaining length of the Clackamas River.

It is felt that this operation is contrary to the conditions of approval of your gravel-mining operation at this site. In referring to our letter of January 22, 1965 to the Clackamas County Planning Commission, three definite criteria were asked to be incorporated in the Planning Commission's approval of your operation at Barton. The first such item states as follows: "No dredging is to be done in the flow channel in the Clackamas River. All gravel removal must be accomplished from behind a revetment that will completely isolate the operation from the main flow of the river." It is our understanding that this item was definitely incorporated in the approval of your operation by the Planning Commission.

Under the circumstances, we must ask you to immediately return to an operation that conforms in every way to the approval of this mining site, or discontinue the operation. As you no doubt are aware, water conditions are very critical throughout the state, and your operation must conform in every manner to the criteria which has been established.

Unless you immediately return to the operation of removing gravel from behind

COPY

the revetment and cease dredging in the flow of the river, we will have to request revocation of the approval of this gravel-mining operation. Your cooperation in maintaining the best water quality in the Clackamas River is solicited.

Very truly yours,

Joseph A. Jensen
District Sanitary Engineer

JAJ:jf

cc: Clackamas County Planning Commission
cc: Clackamas County Health Department
cc: Clackamas County Commissioners
cc: Oregon State Highway Department

RECEIVED
AUG 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
STATE SANITARY COMMISSION

RECEIVED
JUL 15 1965
FOR FILING
S-166(4)
6545
3604

July 13, 1965

Mrs. Earle R. Marsh
Route 3, Box 1132
Boring, Oregon

Dear Mrs. Marsh:

Reference is made to your recent letter to Highway Commission Chairman Glenn L. Jackson, which was referred to this office for handling.

I understand that Resident Engineer U. J. Scofield has called on you and explained at least a portion of the points raised in your letter. So that no possible misunderstanding exists, we might review the following four items:

(1) The barricade across the road to the State property will be replaced and maintained.

(2) We appreciate that the sand and gravel operation in your area has been a cause of concern and annoyance to you. We understand that the contractor, R. L. Houck Sons' Corporation, has taken some steps to alleviate the dust problem and we hope this condition has been lessened. I believe you understand, however, that the contractor is operating on a source that is under his direct control. It is not State property and is not property in which your Highway Commission has any interest. The fact that the Highway Department is purchasing material from this contractor does not give the Department authority to go upon the premises and direct him to operate in any particular manner. The contractor, however, is subject to any local laws or regulations that may be in effect and is not immune from operating strictly in conformance with Oregon law.

(3) It is reported to this office that the incident of the headlights was not a deliberate act on the part of the State inspector but was unintentional and has not happened before or since. If we have misinformation on this point, we would be pleased to hear from you further and will go into the matter in whatever manner is indicated.

(4) In operating the gravel source, the contractor is off the State Highway system and is not subject to direct control by this Department; however, again, he is not immune from operating in conformance with State law and would be answerable for any act that is illegal. We have been told that the contractor's safety man has been studying the situation and we hope the condition has been improved to your satisfaction.

Thank you for calling these matters to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. B. Kleber
Mr. Victor D. Wolfe
Mr. L. W. Milam

FORM S-20 5ÔM 7-64 SP*6228-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 23, 1965

To: Mr. Victor D. Wolfe
Administrative Assistant
Salem

SUBJECT: Assignment 3664-Edwards
Mrs. Earle Marsh Complaint
Barton Crushing Operation

L

Reference is made to the subject assignment which consists of a letter of complaint from Mrs. Earle R. Marsh to Mr. Glenn Jackson covering four situations in the vicinity of her home and in connection with a crushing operation of the Roy L. Houck Sons' Corporation, contractors on the Powell Valley Road-Duncan Road and the Duncan Road-Sandy Sections of the Mt. Hood Highway. On June 21 Resident Engineer W. J. Scofield called upon Mrs. Marsh and discussed in detail her complaints, which I will report on in the order listed in her letter.

No. 1. There is a road that was used to haul pit-run gravel out of the southerly edge of the State gravel pit. The ownership of the road is questionable. Our map of the pit indicates that the road is on State property. The Marsh's claim it is on their land. In the past we have used the road with their permission and have maintained barricades to keep out trespassers. We will again place a barricade across the road. This appears to satisfy Mrs. Marsh.

No. 2. This complaint concerns the noise and dust from the contractor's crushing operation. The contractor is not crushing on a State source of material but from land controlled by himself. The contractor is taking steps to alleviate the dust problem by spreading rock and dust palliatives on his haul roads. He has also been using a rotating sprinkler across from the Marsh home to keep dust from developing. The noise of a crusher operation cannot, of course, be alleviated, nor can the noise from the numerous trucks used to haul the material. The matter of the nuisance of the operation is something that would have to be between the people and the contractor, since he is operating on his own ground.

No. 3. This complaint was the alleged deliberate shining of headlights into the windows of the Marsh's house. This was thoroughly investigated, and one of the night-shift inspectors did temporarily stop his vehicle at 11:30 P.M. in order to fasten and adjust his seat belt. As he started up again he did notice the porch lights of the Marsh house come on. It was unfortunate, of course, but entirely unintentional and has not happened before or since.

No. 4. Hazardous connection of the plant access road to the county road. The contractor is aware of poor sight distance at this location and indicated that he had requested permission of the Marsh's to cut some brush along the county road to open up the sight distance but was refused. Traffic on the Barton county road is very light. However, the contractor's safety engineer, Dick Tuttle, is studying the situation with the thought in mind of placing a warning light system if warranted.

Attached is a suggested rough draft of a reply to Mrs. Marsh.

L. W. Rulien
Division Engineer

LWR/lh
Enc.

cc: W. J. Scofield
D. H. Haller

RECEIVED
JUN 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Mail to. Tom Edwards.
asst Eng. Hiway Dept
Salem

(722)

Rt. 3, Box 1132
Boring, Oregon
June 11, 1965

Mr. Glenn Jackson, Chairman
State Highway Commission.
Dear Mr. Jackson,

I am a resident here in Barton across the road from Hauki's rock crusher located on the Clackamas River just below Barton Bridge. My husband is an Engr.-Draftsman with Bonneville Power Administration and I am an ex-school teacher and former school board member.

I have two or three complaints to make to you. One is the permission I gave to one of your men to cross our land to get in and out of the State Highway gravel pit at Barton with the promise they would place our barricade back in place. That is not done and so our home people going in there practicing shooting. We are holding the Highway Dept. responsible if any of us or any of our animals are shot.

Second. This gravel thing is driving us out of our home because of the dust and noise. There is no excuse for all this dust and noise until after mid-night. Mr. Elquist refused to talk to my husband about the dust and to relay the message to the proper person about the barricade.

Third. There is a State Highway Panel

Replied
R.S. Reed

truck that leaves this rock crusher at eleven o'clock at night that drives up in front of our house and sits there shining those bright lights in our living room. This is the only car coming out of there which runs this. Monday night I hope to get the number on it and I shall report it to the State Police. There is no excuse for this and it is done deliberately. I want you to find out who runs it & why and put a definite stop to it. There absolutely is no excuse for it.

Fourth. There will be a bad accident here because of this access road from the gravel pit onto the county road on a corner. The federal and county could not put in such a road — how can a private company? These trucks and cars pull out of there onto the County road without stopping. Now who will be to blame when an accident does happen? I just hope that it will not tear our house down when it occurs.

Will you please investigate these matters — or must I go to the District Attorney Sign Book?

Thanking you, I am

Sincerely
Lillie L. Marsh
(Mrs. Earle R. Marsh)

RECEIVED
JUN 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 15 1965
FOR FILING

S-166(4)
6545

Salem, Oregon
June 9, 1965

MISC. CONTRACTS and AGREEMENTS No. 2794

Agenda Item 4-v

Supplemental Throughway Agreement
Powell Valley Road-Duncan Road Sec.
Mt. Hood Highway
Multnomah County

Mr. H. L. Cox
County & City Engineer
BUILDING

Attention: Mr. D.N. Harwell
Office Engineer
County & City Div.

Attached is a conformed copy of a supplemental throughway agreement with Multnomah County covering the above named subject.

A fully executed copy of the agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Multnomah County.

Secretary

rn
Attach: 1

RECEIVED
MAY 26 1965
FOR FILING

6545

May 25, 1965

Oregon State Highway Commission

Gentlemen:

CA 2794

The State of Oregon and Multnomah County entered into an agreement dated January 27, 1965, relating to construction of a throughway on the Powell Valley Road-Duncan Road Section of the Mt. Hood Highway, State Primary No. 26. This agreement provided for closure of certain streets and roads which are under the jurisdiction and control of the County.

One of the roads to be closed under the terms of the January 27 agreement is Hilyard Road near Engineer's Station 322+30. Hilyard Road closure was agreed to by the County but numerous letters and complaints have arisen asking that it remain open and a connection built; therefore, the County has requested it be connected at grade with the Mt. Hood Highway.

There will be presented at the June 1 Commission meeting a supplemental agreement which, in effect, will delete the closure of Hilyard Road and provide that a physical connection to the highway will be made during the construction now in progress.

Your favorable consideration of this matter is recommended and your authorization for the Secretary to sign the agreement for and on behalf of the Commission is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
L. P. Shaw
K. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Cox
L. W. Rulien

DNH:eb fn

RECEIVED
APR 16 1965
COMMISSIONERS
MEL GORDON
DAVID ECCLES
M. JAMES GLEASON

(121)

COUNTY OF MULTNOMAH

BOARD OF COUNTY COMMISSIONERS

COUNTY COURTHOUSE
PORTLAND, OREGON 97204

April 13, 1965

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Virgil E. Dugger
Attorney at Law
3323 S. W. Harbor Drive
Portland, Oregon 97201

Mr. P. C. Northrop
Roadmaster
2115 S. E. Morrison Street
Portland, Oregon

Oregon State Highway Department ✓
State Highway Building
Salem, Oregon 97310

REFERRED TO
Copy to Cof
Date: 4-16-65 By: DK
For: your file
Due Date:

Dear Sirs:

Be it remembered, that at a meeting of the Board of County Commissioners held April 13, 1965, the following action was taken:

Porter

Hearing - matter of objections of 126 property owners who allege they will be adversely affected by the proposed closure of Hillyard Road by the State and County Road Departments - requested by Virgil E Dugger, attorney - 9:30 A M

At this time, the Roadmaster advised the Board that the above-entitled matter has been taken up with the State Highway Department and they feel they can re-design this intersection slightly, which will make it unnecessary to close Hillyard Road at this location, recommending therefore, that the Board approve the opening and that the State be requested to prepare a supplement to the existing agreement which authorized them to close said intersection; further advising that he has discussed his recommendations with attorney for the objectors, to his satisfaction.

ORDERED that said recommendations of the Roadmaster be hereby adopted as the order of the Board.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Dorothy Cleaker
Clerk of Board

ja
Enc - Copy Rdmstr's letter to
Mr Virgil E Dugger
St Hwy Dept
cc - Auditor

April 13, 1965

Board of County Commissioners
Courthouse
Portland, Oregon

Gentlemen:

Your Order of April 6, 1965 re letter Virgil E. Dugger, attorney representing 140 property owners who will be adversely affected by the proposed closure of Killyard Road by the State and County Road Departments, advising that if the present negative attitude by the Road Departments continue, a Court action must be brought in order to protect their rights; as an alternative, requesting a public hearing to give both sides an opportunity to air their respective views:

We have again taken this matter up with the State Highway Department and they feel they can re-design this intersection slightly which will make it unnecessary to close Killyard Road at this location. Therefore, it would be our recommendation that the Board approve the opening and that the State be requested to prepare a supplement to the existing agreement which authorized them to close this intersection.

In a discussion with the Attorney for the State, we informed him it would be our recommendation to the Board that the road not be closed and it was our feeling the Board would concur in our recommendation.

Respectfully,

P. C. NORTHROP
County Engineer & Roadmaster

PCN:ebs

RECEIVED
APR 13 1965
FOR FILING
5-166(a)

April 12, 1965

Mr. Paul C. Northrop
County Engineer & Roadmaster
Multnomah County Board of
County Commissioners
County Courthouse
Portland, Oregon 97204

Re: Powell Boulevard-Duncan
Road Section of the
Mt. Hood Highway

Dear Mr. Northrop:

Reference is made to your recent telephone call advising us that the Multnomah County Board of County Commissioners has been petitioned by 126 property owners to connect Hillyard Road with this section of the Mt. Hood Highway.

As you know, our agreement calls for closing this county road on both sides of the Mt. Hood Highway at the right-of-way line. We still believe that it is in the best interest of traffic safety for this road to be closed and the at-grade intersection eliminated.

However, the State will reconsider this matter if requested to do so by the County. In this regard I enclose two copies of a possible plan. You will note that it includes somewhat substantial refuge lanes for the left-hand turns to Hillyard Road.

Please advise if you desire us to reconsider the matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Kloose
Assistant State Highway Engineer

FBK:ccb

Enclosures
cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan

COMMISSIONERS
MEL GORDON
DAVID ECCLES
M. JAMES GLEASON

COUNTY OF MULTNOMAH

BOARD OF COUNTY COMMISSIONERS

COUNTY COURTHOUSE
PORTLAND, OREGON 97204

REFERRED TO
Klein
BY DEPUTY STATE HIGHWAY

April 6, 1965

Mr. Virgil E. Dugger
Attorney at Law
3323 S. W. Harbor Drive
Portland, Oregon 97201

REFERRED TO
Admin.
BY SECRETARY

Mr. P. C. Northrop
Roadmaster
2115 S. E. Morrison Street
Portland, Oregon

Oregon State Highway Department ✓
State Highway Building
Salem, Oregon 97310

Dear Sirs:

Be it remembered, that at a meeting of the Board of County Commissioners held April 6, 1965, the following action was taken:

Letter, Virgil E Dugger, attorney representing 126 property owners who will be adversely affected by the proposed closure of Hillyard Road by the State and County Road Departments, advising that if the present negative attitude by the two Road Departments continue, a Court action must be brought in order to protect their rights; as an alternative, requesting a public hearing to give both sides an opportunity to air their respective views

ORDERED that Tuesday, April 13, 1965, at 9:30 o'clock A. M., Room 680, Multnomah County Court House, be set as the time and place for a public hearing in the above-entitled matter.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Dorothy Nicker
Clerk of Board

ja
cc - Auditor

Enc - Roadmaster &
State Hwy Dept

Virgil E. Dugger
ATTORNEY AT LAW
8333 S. W. HARBOR DRIVE
PORTLAND 1, OREGON

CAPITOL 6-4535

27

26
106

APR 1 10 56 AM '65
COUNTY COURT PROCEEDINGS
MULTNOMAH COUNTY
OREGON

31 March 1965

County of Multnomah
Board of County Commissioners
Mult. County Court House
Portland, Oregon

Re: Closure of Hillyard Road

Gentlemen:

This office represents 126 property owners that will be directly adversely affected by the proposed closure of Hillyard Road by the State and County Road Departments.

To put their complaints briefly, they believe that they are being deprived of the full use of their property without just cause and without right of protest and if the present negative attitude by the two Road Departments continue, a Court action must be brought in order to protect their rights.

As an alternative, we are requesting a public hearing on this matter to give both sides an opportunity to air their respective views.

Would you please contact our office of the time and place of such meeting if it is agreeable with the Commission and we shall notify the property owners.

Very truly yours,

Virgil E. Dugger

VED:ro

HILLYARD

"C's" Found P.S.C.

"C's" Found P.S.

(C 318+86.67 POT'M'U)
C'N 318+86.67 POT.

Hilyard Co. Extension

12" Main

"C'Line"

CO. RD.

EW f.

325'

"G" Line 7

Rad. 6°0'

15' R.S.

55' +

55' +

55' +

"CS" Line 7

"CS" Revised ℄ C.S.

"CS" Revised ℄ T.

"CS" 329+27 6 T.S.

HILLYARD

CS 3°00' C.C.
Δ 41°2'00"
D 463.33'
S 2-200' Spirals
S 3°00'
θ = 1.5

CO. RD.

EW f

325'

"G" Line 7

Tan. 6°2'

55' R.S.

"C5" Line 7

"C5" Rev'd P.C.S.

"C5" Rev'd P.T.

"C5" 329+27 P.T.S.

C5 3°00' C.E.
Δ 41°2'00"
D 463.39'
L 200' Spirals
3°00'
1.5

128

FORM E-122X 50M 9-64

RECEIVED
APR 9 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 8, 1965

Powell Valley Water District No. 2
Oregon Bank Building
319 S. W. Washington Street
Portland, Oregon

Attention: Mr. Elden W. Carter

RE: Powell Valley Water District No. 2 Relocation
Powell Valley Road-Duncan Road Section
Mt. Hood Highway - Clackamas County
Project No. S-166(4) - Contract No. 6545

Gentlemen:

Your estimate and sketch map, as submitted with your letter of February 3, 1965, was approved by the State. You were verbally authorized to advertise for bids on February 5, 1965 and this was confirmed in our letter of February 15, 1965.

The State agrees to pay a lump sum of $1,506.50 which includes $1,310 based on the low bid of schedule no. 1 plus $196.50 for overhead and engineering charges, as detailed in your letter of March 26, 1965. You are hereby authorized to proceed with the work as of April 6, 1965.

Please contact Mr. W. J. Scofield, Resident Engineer, P.O. Box 02157, Portland, phone 654-7741, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed subsequent to April 6, 1965 in the amount of $1,506.50, will be made in accordance with paragraph 7-e(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include beginning and completion dates of the work in the bill.

PGP:fp
cc: F. B. Klaboe
L. H. Young (2)
C. H. Maison
L. W. Rulien
W. J. Scofield
D. D. Rohrbough
Jack Hesla

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

RECEIVED
APR 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 31 1965
BRIDGE & [illegible] DEPT. O. S. C.

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 26, 1965

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C. E. Robertson

Re: Power Line Adjustment (PGE Company)
Powell Valley Road-Duncan Road Section
Mt. Hood Highway - Clackamas County
Contract No. 6545 - State Project
YOUR FILE: JOB No. 89001

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project dated February 23, 1965 have been approved by the State. You are hereby authorized to proceed with the work as of February 26, 1965.

Reimbursement for the work performed subsequent to February 26, 1965, in the amount of $1,160.99, will be made in accordance with paragraph 7-a(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By

(For) T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: L. P. Shaw
L. H. Young (2)
C. H. Maison
A. E. Johnson
A. W. Bates
D. D. Rohrbough
Jack Hesla

MAR 29 1965
[illegible]
STATE HIGHWAY [illegible]

RECEIVED
MAR 31 1965
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
FOR FILING
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 26, 1965

West Coast Telephone Company
233 South 2nd Street
Hillsboro, Oregon

ATTENTION: Mr. George Darrow

Re: Telephone Line Adjustment
Powell Valley Road-Duncan Road Section
Mt. Hood Highway - Clackamas County
Contract No. 6545 - State Project

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of February 25, 1965, have been approved by the State. You are hereby authorized to proceed with the work as of February 26, 1965.

Reimbursement for the work performed subsequent to February 25, 1965, in the amount of $474.22, will be made in accordance with paragraph 7-e(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By

(For) T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: L. P. Shaw
L. H. Young (2)
C. H. Maison
A. E. Johnson
A. W. Bates
D. D. Rohrbough
Jack Hesla

RECEIVED
APR 2 1965

RECEIVED
MAR 25 1965
FOR FILING

March 24, 1965

Mr. Warne Munn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Munn:

Attached is a suggested reply for the Governor's consideration to Mrs. Earle Marsh of Boring whose March 15 letter has to do with the operation of a sand and gravel venture by Roy L. Houck Sons' Corporation near Barton Bridge in Clackamas County.

As we understand it, the contractor has purchased a substantial area of land and intends to remove roadbuilding materials from it. The Houcks have the grading and paving contract between Gresham and Sandy on the Mt. Hood Highway. The acquisition of property for the production of material is not under the control of the State Highway Commission. If there are zoning or other laws which would prohibit removal of material, this would be a matter of local jurisdiction.

I am in sympathy with the effort to preserve the beauty of the Clackamas River but if the Roy L. Houck Sons' Corporation is not operating unlawfully, it would seem inappropriate for the State to interfere.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Victor D. Wolfe
A. E. Johnson

RLP:ms fn

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
March 24, 1965

Mrs. Earle R. Marsh
Route 3, Box 1132
Boring, Oregon

Dear Mrs. Marsh:

Reference is made to your March 15 letter relative to problems near Barton Bridge caused by a prospective sand and gravel operation, presumably by a contractor in connection with a State Highway contract.

A check with the Highway Department reveals that material from this source will probably be used in connection with the Mt. Hood Highway improvement between Gresham and Sandy.

I find that this is a Federal-aid project and because of this, the State Highway Department must comply with certain Federal rules relating to this type of work. One of these is that it is the contractor's responsibility as an independent operator to secure this type of material from a source of his own election. In securing this material, the contractor, of course, must comply with all local laws and regulations. It appears that this is a matter for local determination and it would not be proper for the Governor's Office to interfere with Clackamas County Commission matters.

I am certainly in sympathy with your objective to preserve the beauty of the Clackamas River and areas adjacent to it. However, I can suggest no remedy other than to discuss the problem with your local authorities.

Pet. Dec. 1932

Dec. 29, 1965

Filed

MAR 17 1966

Thanks. I am sorry [illegible] request [illegible] by first [illegible] but [illegible] Commission [illegible] Army Engineers [illegible]

[illegible] before the Board & Commissioners [illegible] to appear & the appeal [illegible] hearing [illegible] Commission [illegible] & all interested [illegible] the [illegible] Board [illegible] that [illegible] Commissioners [illegible] of Army Engineers changed their minds [illegible] letter requirements would not appear [illegible] wonder why they changed [illegible] in that time since [illegible]

the grant, the Commissioners granted [illegible] to install the plant [illegible] to grant a re-hearing [illegible] necessary [illegible] will be affected by this

In our judgment the company should not receive any more State Contracts, when they engage such things as this. Why were they [illegible]

[illegible] petition [illegible] the Commissioners [illegible] we [illegible] but can not get any answer until tomorrow morning after 10 o'clock

[illegible] we are not [illegible] [illegible] [illegible]

MAR 19 1965
FOR FILING
S-166(4)
6545

March 19, 1965

The Honorable Ross Morgan
State Representative
House of Representatives
State Capitol Building
Salem, Oregon 97310

Dear Mr. Morgan:

Reference is made to your telephone call in which you requested information as to closure of Hillyard Road on the Duncan-Anderson Road section of the Mount Hood Highway near Gresham.

We are enclosing two maps. One map shows the location of the Hillyard Road at a point where a four-lane highway divides. A crossing at grade at this location would be extremely hazardous. The other map indicates how the people residing on Hillyard Road could travel to Gresham or the new highway.

Also attached is a copy of a letter which was sent to Mr. Floyd Wagner of Gresham, Oregon explaining the situation.

You requested information as to any interchange now being planned between Portland and Salem on Highway I-5. We are considering an interchange at the Fargo Road and I-5 intersection which is located 4.43 miles south of the Willamette River.

If further information is desired, kindly let me know.

CC Forrest Cooper
R. L. Poeter
F. M. Stephenson
A. E. Johnson

PMS:bjs

Attachments

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

8V-171

T.1S., R.3E., W.M.

POWELL VALLEY RD.- DUNCAN RD. SECTION MT. HOOD HIGHWAY MULTNOMAH & CLACKAMAS COUNTIES				SHEET NO. 5
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-166(4) STATE		See Index

Const. Guard Rail-25'

Access Control Line

"C" 318+86.67 P.O.T.(14'Rt.)
"Cs" 318+86.67 P.S.

"C" 322+16.22 P.O.T.

CO. RD.

Sec.14 Sec.23

"C" 329+88.46 P.O.T.(14'Rt.)
"Cs" 329+88.46 P.S.

R/W

"C" Line

"C" & R/W Line

"Cs" Line

S 12°00'00" W.

"C" 330+16.65 P.S.

E R/W

Traffic Markers

915' 20' 20' 20' 20'

320' 100' 100' 50' 50'

325' 90' 325' 90' 330' 100'

12' 12' 12' 12'

+00 Inst. 6" Perf. Drain Pipe - 80' Lt. - 80' Rt.
Special Backfill - 6 C.Y.
Tr. Exc. 8 C.Y.

+20 Inst. 6" Perf. Drain Pipe - 80' Lt. - 80' Rt.
Special Backfill - 6 C.Y.
Tr. Exc. 8 C.Y.

"Cs" 320+86.67 P.S.C.

6" Water Line

Const. Guard Rail-25'

HILLYARD

"Cs" 3°00' C.R.
Δ 21°32'00"
D 463.33'
2-200' Spirals
S 3°00'
O 1.5

"Cs" 326+04.03 P.C.S.

"Cs" 326+04.03 P.T.

"Cs" 329+49.67 P.S.C.

Future ℄ 1

℄ "L" Line

E R/W

+00 470.00 470 460 450 440

1400' V.C.

℄ Subgrade

+2.89'

BEGINNING OF P
STA. C^S 255+50

END OF PROJECT S-1
STA. C 322+00

To Portland

POWELL VALLEY RD.

BARNES

GRESHAM

PALMQUIST RD.

ANDERSON RD.

Future Construction

TELFORD CALLISZEK RD.

STONE RD.

Anderson

Existing

Johnson Cr.

MULTNOMAH CO.

CLACKAMAS CO

MT. H

13

14

23

24

25

30

36

300

350

100

450

373+00

CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line

BEGINNING OF
STA. C^S 255+50

END OF PROJECT S-1
STA. C 322+00

Existing
MT. HOOD

POWELL VALLEY RD.

BARNES

ANDERSON RD.

PALMQUIST RD.

Future Construction

TELFORD CALLISTER RD.

STONE RD.

Anderson

MT. HOOD

JOHNSON Cr. RD.

MULTNOMAH CO.
CLACKAMAS CO.

BROWN (HALEY) RD.

BORING RD.

373+00

NAL

te Line
nty Line
y or Town Limits
nship Line
tion Line
nation Land Claim Line

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
45 3-141	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Oregon Multnomah
PROJECT REPORT NO. 4		PROJECT NO. S-166(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. 0.2 Mi. E. Gresham S.E. 1.3 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	12-1-64	1.237
OTHER *(Specify)*		

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 285,181.00	$ 181,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: A. H. Parsons
(Division Engineer)

By: [signature]
E. H. Backlund, Administrative Manager

Date executed by Division Engineer March 11, 1965

Oregon State Highway Department

Federal Aid
Project No. S-166(4)

POWELL VALLEY RD.-MT. HOOD HWY. JCT. SECTION

OF THE MT. HOOD HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 23, 1965

Type Code 6201
Roadway (Sta. 255+50 to Sta. 322+00)(Contract No. 6545)

Clearing and Grubbing	All Required (60%)			$ 6,000.00
Ditch Excavation, Unclassified	960	cu.yds.	$ 1.60	1,536.00
General Excavation, Unclassified	19,200	cu.yds.	0.49	9,408.00
Overhaul	12,200	C-yd.stas.	0.40	4,880.00
Finishing Roadbed and Slopes	1.27	miles	2,500.00	3,175.00
Rounding Cutbanks	2,000	lin.ft.	0.20	400.00
Trench Excavation	210	cu.yds.	2.10	441.00
Special Backfill in Drains	30	cu.yds.	7.35	220.50
Watering	150	M-gals.	3.00	450.00
3/4" - 0 Material in Stone Leveling Course	5,400	tons	1.68	9,072.00
3/4" - 0 Aggregate in Prime Coat	270	cu.yds.	5.00	1,350.00
RC-250 Asphalt in Prime Coat	40	tons	50.00	2,000.00
RS-1 Asphalt in Tack Coat	2	tons	100.00	200.00
Plant-Mix Stone Base	74,600	tons	1.62	120,852.00
Class "B" Asphalt Concrete	9,800	tons	5.40	52,920.00
12-inch Culvert Pipe	190	lin.ft.	2.90	551.00
18-inch Culvert Pipe	330	lin.ft.	5.00	1,650.00
24-inch Culvert Pipe	320	lin.ft.	6.80	2,176.00
60-inch Culvert Pipe	180	lin.ft.	37.00	6,660.00
6-inch Drain Pipe	760	lin.ft.	1.70	1,292.00
18-inch Culvert End Sections	3	only	37.00	111.00
24-inch Culvert End Sections	5	only	47.00	235.00
Concrete Inlets, Type "G"	1	only	110.00	110.00
Adjusting Manholes	1	only	52.00	52.00
Adjusting Inlets	2	only	52.00	104.00
Headwalls for Asphalt Concrete Approaches	14	only	25.00	350.00
Asphalt Concrete Traffic Barriers	60	lin.ft.	1.00	60.00
Guide Posts, M-1	28	only	6.90	193.20
Guide Posts, Y-1	24	only	7.00	168.00
Guide Posts, Y-2	25	only	8.20	205.00
Guide Posts, Y-3	2	only	8.40	16.80
Roadway Illumination Revision, Complete	All Required			3,000.00
Sign Support Footings	All Required (35%)			3,150.00
Pipe Sign Posts	All Required (10%)			480.00

Butterfly Sign Structure	All Required			$ 3,300.00
Single Sign Supports	All Required	(66%)		2,312.00
Special Double Sign Supports	All Required			1,750.00
Triple Sign Supports	All Required	(15%)		1,935.00
Sign Illumination Equipment	All Required			1,680.00
Painted Wood Sign Posts	All Required	(34%)		544.00
Type "A" Signs in Place	1,104 sq.ft.		$ 6.40	7,065.60
Type "C", "D" and "E" Signs in Place	408 sq.ft.		3.00	1,224.00
Type "F" Signs in Place	25 sq.ft.		3.50	87.50
				$253,564.60
Flagging (57½ of Contractor's Cost)	All Required			$ 4,000.00
Construct Fence				950.00
Seeding and Mulching				760.00
				$ 5,710.00
	Subtotal			$259,256.60
	10% Engr. & Cont.			25,925.40
	Total			$285,181.00

Length of Roadway - - - - - - - - - - - - 1.297 Miles
Cost of Roadway Per Mile - - - - - - - $226,074.30

Federal Funds -	$181,000.00
State Funds -	104,181.00
	$285,181.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

POWELL VALLEY RD.-DUNCAN RD. SECTION

STATE CLAY PORTION

CONTRACT NO. 6545

Clearing and Grubbing	All Required (Job)			$ 4,000.00
Ditch Excavation, Unclassified	220	cu.yds.	$ 1.60	352.00
General Excavation, Unclassified	206,400	cu.yds.	0.49	101,136.00
Overhaul	22,600	C-yd.stns.	0.40	9,040.00
Finishing Roadbed and Slopes	0.95	mile	2,500.00	2,375.00
Rewriting Subdrains	3,600	lin.ft.	0.20	720.00
Trench Excavation	530	cu.yds.	2.10	1,113.00
Special Backfill in Drains	140	cu.yds.	7.35	1,029.00
Furnishing and Placing Topsoil	6,000	cu.yds.	3.00	18,000.00
Watering	1,390	M-gals.	3.00	4,170.00
Preparation of Old Roadbed	All	Required		3,000.00
3/4" - 0 Material in Stone Leveling Course	44,000	tons	1.68	73,920.00
3/4" - 0 Aggregate in Prime Coat	1,690	cu.yds.	5.00	8,450.00
RC-250 Asphalt in Prime Coat	260	tons	50.00	13,000.00
RS-1 Asphalt in Tack Coat	3	tons	100.00	300.00
Plant-Mix Stone Base	528,600	tons	1.62	856,332.00
Class "D" Asphalt Concrete	58,600	tons	5.40	316,440.00
12-inch Culvert Pipe	660	lin.ft.	2.90	1,914.00
15-inch Culvert Pipe	230	lin.ft.	3.70	851.00
18-inch Culvert Pipe	610	lin.ft.	5.00	3,050.00
24-inch Culvert Pipe	10	lin.ft.	6.80	68.00
60-inch Culvert Pipe	140	lin.ft.	37.00	5,180.00
72-inch Culvert Pipe	200	lin.ft.	53.00	10,600.00
6-inch Drain Pipe	1,240	lin.ft.	1.70	2,108.00
8-inch Drain Pipe	200	lin.ft.	2.10	420.00
15-inch Culvert End Sections	4	only	26.00	104.00
18-inch Culvert End Sections	1	only	37.00	37.00
Salvage End Sections	7	only	52.00	364.00
Concrete Inlets, Type "D"	1	only	130.00	130.00
Concrete Inlets, Type "C-1"	1	only	110.00	110.00
Concrete Inlets, Type "C-3"	5	only	100.00	500.00
Corrugated Metal Catch Inlets, Type "A" Coating	2	only	210.00	420.00
Adjusting Inlets	16	only	52.00	832.00
Capping Inlets	3	only	26.00	78.00
Inlets for Asphalt Concrete Approaches	18	only	25.00	450.00
Asphalt Concrete Curbs	6,200	lin.ft.	0.75	4,650.00
Guide Posts, M-1	172	only	6.90	1,186.80
Guide Posts, Y-1	156	only	7.00	1,092.00
Guide Posts, Y-2	11	only	8.20	90.20
Guard Rail	10,300	lin.ft.	2.55	26,265.00
Rail End Pieces	50	only	4.50	225.00
Guard Rail Blocks	500	only	1.60	800.00
Extra Guard Rail Posts	60	only	11.00	660.00
Salvaging Type 2 Barricade	400	lin.ft.	0.50	200.00
Guard Rail-Salvaged Barricade	400	lin.ft.	1.10	440.00
Salvaging Portable Barricade	3	only	22.00	66.00

16' Type 2 Single Cutes	2	only	$ 100.00	$ 200.00
Shoring, Cribbing, etc.	All	Required		8,200.00
Structural Excavation	400	cu.yds.	4.84	1,936.00
Structural Excavation Below Elevation Shown	40	cu.yds.	9.70	388.00
Furnish Treated Timber Piling	3,175	lin.ft.	1.25	3,968.75
Furnish 10 HP 42 Steel Piling	2,500	lin.ft.	4.00	10,000.00
Drive Timber Piles	125	only	39.40	4,925.00
Drive Steel Piles	56	only	63.50	3,556.00
Splice Steel Piles	14	only	46.00	644.00
Class "A" Concrete	All	Required		104,190.00
Metal Reinforcement	All	Required		35,000.00
Metal Parapet Railing, Type 1977	647	lin.ft.	3.85	2,490.95
Metal Parapet Railing, Type 20341	647	lin.ft.	8.00	5,176.00
Preparation of Slopes	840	sq.yds.	2.70	2,268.00
Concrete Slab Riprap	840	sq.yds.	7.50	6,300.00
6-inch Metal Unperforated Drain Pipe, Type "A" Casting	140	lin.ft.	3.75	525.00
6-inch Standard Steel Pipe	40	lin.ft.	12.50	500.00
Sign Support Footings	All	Required	(65%)	5,850.00
Pipe Sign Posts	All	Required	(90%)	4,320.00
Single Sign Supports	All	Required	(32%)	1,088.00
Triple Sign Supports	All	Required	(85%)	10,965.00
Painted Wood Sign Posts	All	Required	(66%)	1,056.00
Type "A" Signs in Place	2,094	sq.ft.	6.40	13,401.60
Type "C", "D" and "E" Signs in Place	802	sq.ft.	3.00	2,406.00
Type "E" Signs in Place	163	sq.ft.	3.50	570.50
Type "P" Signs in Place	39	sq.ft.	4.50	175.50
	Subtotal			$1,706,328.30
Flagging (57½ of Contractor's Cost)	All	Required		$ 1,000.00
Move Mail Drops	All	Required		75.00
Salvage Guide Posts	All	Required		50.00
Construct Fence	All	Required		1,000.00
Adjust Utilities	All	Required		1,000.00
Seeding and Mulching	All	Required		3,610.00
Locate Culvert Pipe During Road	All	Required		500.00
	Subtotal			$ 7,235.00
	Total			$1,713,563.30

TO: Multnomah County Board of Commissioners
Courthouse
Portland, Oregon
Attention: Mr. P. C. Northrop

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310).

Highway Mount Hood

Section Powell Valley Road-Duncan Road & Gully Conn.

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

10-20-64
(date)

By J. K. Lashmett
Asst County Engr.

By _____
Commissioner

By _____
Commissioner

RECEIVED
OCT 21 1964
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
OCT 21 1964
OFFICE ENGINEERING
DIVISION

10-21-64
Copy to L. H. Young

Chas

TO: Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon
Attention: Mr. Darrell Jones

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310).

NOTED
DON HARWELL

Highway Mount Hood

Section Powell Valley Road-Duncan Road and Gully Conn.

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

10-20-64
(date)

By Darrell Jones

By Fred A. Stetson
Commissioner

By [illegible]
Commissioner

RECEIVED
OCT 22 1964
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
OCT 22 1964
OFFICE ENGINEERING
DIVISION

copy to L.H. Young
10-22

TO: Multnomah County Board of Commissioners
Courthouse
Portland, Oregon
Attention: Mr. P. C. Northrop

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310).

NOTED
WM. HARTWELL

Highway Mount Hood

Section Powell Valley Road-Duncan Road & Gully Conn.

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

10-20-64
(date)

By [signature]
Asst County Engr.

By _____
Commissioner

By _____
Commissioner

Copy to L. H. Young
10-22-64

RECEIVED
OCT 21 1964
ENGINEER
COUNTY & CITY DIVISION

10-22-64 to L. H. Young

RECEIVED
OCT 22 1964
OFFICE ENGINEERING
DIVISION

Chas.

RECEIVED
MAR 12 1965
E. C. Files
6545

March 10, 1965

Mr. Floyd Wagner
Route 3, Box 407G
Gresham, Oregon

Dear Mr. Wagner:

Our Division office in Portland has submitted to this office a petition signed by 126 individuals protesting the closure of Hillyard Road at its intersection with our relocated highway. This letter is being addressed to you as the first name appearing on the petition. I trust you will see that the balance of the petitioners are informed.

As explained to you in another letter of this date, this road was closed after a discussion between State Highway Department personnel and the Multnomah County Roadmaster's office, at which conference it was recognized the intersection of Hillyard Road and Mount Hood Highway would be a very hazardous one.

Our present plans call for the closure of this road under an agreement between the State Highway Commission and Multnomah County. Under the terms of this agreement, it is necessary we do not connect Hillyard Road to the Mount Hood Highway.

Any further action on this matter will have to come from Multnomah County and for his information, I am sending a copy of this petition and this letter to Mr. Paul Northrop, Multnomah County Roadmaster.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Paul C. Northrop
Forrest Cooper
R. L. Porter
F. D. Morgan
A. E. Johnson

March 10, 1965

Mr. and Mrs. Floyd Wagner
Route 3, Box 4070
Gresham, Oregon

Dear Mr. and Mrs. Wagner:

Your recent letter to Representative J. E. Bennett regarding a closure of Hillyard Road has been discussed with this office by Mr. Bennett. He requested that we reply to your letter with a copy to him.

The intersection of Hillyard Road and the relocated Mount Hood Highway was discussed by Highway Department representatives and Multnomah County Roadmaster Paul C. Northrop. It was obvious to both parties that a grade intersection would present a serious hazard. Subsequent to this discussion, a formal agreement was entered into between the Highway Commission and Multnomah County which calls for the County to officially close Hillyard Road.

We still feel we would be creating a very dangerous situation by opening up Hillyard Road and do not wish to consider any alteration to the plan for its closing, unless a request for this action is made by Multnomah County.

By a copy of this letter and a copy of your letter, I am informing Mr. Northrop of your desires in the matter. Any further action will have to come from Multnomah County.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc J. E. Bennett
Paul C. Northrop
Forrest Cooper
R. L. Porter
F. D. Morgan
A. E. Johnson

FORM E-30 ROM 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1965

To: Mr. Lloyd P. Shaw
Ass't. State Hwy. Engr.
BUILDING

SUBJECT: Hillyard Road Closure
Powell Valley Rd.-Duncan Rd. Sec.
Mount Hood Highway

Attached is a copy of a letter addressed to Representative J. E. (Jake) Bennett which was brought to this office in person by Mr. Bennett and after some discussion regarding the matter, Mr. Bennett requested that we reply to Wagner regarding this matter with a copy of our reply going to Mr. Bennett. We have also received a petition covering 126 names on this same matter. This petition is also added by Floyd Wagner. I am attaching a rough draft reply to Mr. Wagner both on his letter to Mr. Bennett and the petition.

I would suggest the rough drafts be sent out of the front office and that a copy of both rough drafts plus a copy of Mr. Wagner's letter to Mr. Bennett and his copy of the petition be sent to Mr. Northrup for his information and use if he wishes to request a change. I would also suggest that a copy of the reply of the letter to Mr. Bennett be sent to Mr. Bennett as he requested.

For your information, the field initially closed this intersection. When the design was in the design stage in the Salem office, we connected Hillyard Road to the Mount Hood Highway and in my opinion this could be done as safely as any other connection. We were informed, however, by our field office that the original closure was requested by Mr. Northrup and further, Mr. Northrup requested again that it be closed when he saw a set of our plans that had left it open.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Ass't. Construction Engineer

RECEIVED
MAR 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

DJB:ra

February 16, 1965

Dale Bennett
Vicar Representation.

Without notification from the Multnomah County Road Dept. or the State Highway Dept. we heard through the grapevine that Fish and Road would be closed, due to the new highway coming thru Hilland. We then contacted the State Highway Dept. and this confirmed the rumor that our road would be closed. They intend to put up an iron fence on either side. There are at least fourteen homes along this road and most of these homes have children in school, High School and Grade school. Those who do not will have in the next year or so.

This road is located about three miles South East of Sheridan, just off the Hop-Highway.

One of our neighbors talked to the Lawyer concerning this matter and he informed him, that they cannot close a road without a public hearing. Which is something we did not have. Despite the fact the proposed closing of Hilland Road has not been circulated or published in a Newspaper, we have been circulating a petition with this heading. "We the undersigned being effected by the proposed closure of Hilland Road by the State of Oregon and Multnomah County Road Commission do hereby object to such closure and request a public hearing on this matter."

The response has been most gratifying.

We would appreciate any help and advice you can give us on this matter. We hope to hear from you real soon as work on the new highway will be starting in the next few months.

Sincerely,
Mr. Hyde
Mrs. Lloyd-Wagner

February 16, 1965

Dear Representatives

Without notification from the Multnomah County Road Dept. or the State Highway Dept. we heard through rumor that Lewis and Clark Road would be closed, due to the new highway crossing Gillard. We then contacted the State Highway Dept. and were informed the rumor that our road would be closed. We intend to put up an arguement as there are at least fourteen homes along this road with most of these homes having children in school, High School and Grade school. Those who do not will have in the next year or so.

The road is located about three miles South East of Troutdale, just off the Columbia Highway.

One of our neighbors talked to the County Commissioners and he informed him, that they could close a road without a public hearing. This is something we did not know when the proposed crossing of Gillard was announced in a Democratic Day, we have been circulating a petition with the heading "Pro the under-signed being effected by the proposed closure of Hill-ard Road by the State of Oregon and Multnomah County Road Commission do hereby object to such closure and request a public hearing both matters."

The response has been most gratifying.

We would appreciate any help and advice you can give us on this matter. We hope to hear from you real soon as work on the new highway will be starting in the next few months.

Sincerely,
Mr. Floyd Hagen
Mrs. Floyd Hagen

.. the undersigned being effected by the proposed closure of Hillyard Road by the State of Oregon and Multnomah County Road Commission do hereby object to such closure and request a public hearing on this matter:

NAME	ADDRESS
Lloyd Wagner	Rt. 3, Box 407-C Gresham Or.
Lois Wagner	Rt 3 Box 407 - N. Gresham, Oregon
Lyman H. Wagner	Rt 3. Box 512 Gresham, Oregon
Felix A. Wagner	Rt. 3. Box 512 Gresham. Oregon
Mrs. Wagner	R1.3, Box 569 Gresham, Oregon
Chas Le Fetra	R3. Box 410 Gresham, Ore
Thos - Carpenter	Rt.3 Box 410 Gresham, Ore.
Mrs E.E. Shepherd	Rt 3- Box 414 Gresham, Ore
L. E. Phillips	R3 Box 464 Gresham Ore
Mrs L E. Phillips	" " " "
Paul Schoen	19050 S.E. Burnside Apt. 16 Portland, Ore.
Geraldine L. Schoen	" " " "
Lowell F. Clem	6135 S.E. Washington
Opal Clem	Rt-3-Box 414 Gresham, Oregon
Mrs. Emil Bruckbauer	Rt. 3 Box 243 Gresham
Mr. Emil Bruckbauer	Rt I Box 465 Gresham
Lois H. Davis	RT 3 Box 120 Gresham
Mrs Lois H. Davis	Rt 3 Box 450 Gresham
Mrs. J. T. Reid	R 3 Box 450 Gresham
Mrs J. T. Reid	R3 Box 453 Gresham
Mrs. L. J. Kincaid	R3 Box 456 Gresham
Mrs. L. J. Kincaid	Rt 3 Box 456 Gresham
Mrs. Lon Barrett	Rt. 3. Box 456-C, Gresham
Mrs. L. E. Gordon	RT 3 Box 456 Gresham

RECEIVED
MAR 4 - 1965
FOR FILING
S-166 (2)
6645

March 4, 1965

The Honorable Betty Roberts
State Representative
House of Representatives
State Capitol Building
Salem, Oregon 97310

Dear Mrs. Roberts:

Reference is made to your February 25 letter relative to the closure of Hillyard Road in connection with the Powell Valley Road-Duncan Road Section of the Mount Hood Highway now under contract.

The Mount Hood Highway is being reconstructed to expressway standards, with east and west travel divided by a wide median. Interchanges and other features are being incorporated in the interest of traffic safety. The road will carry heavy volumes of high-speed traffic.

This road is being closed in the interest of traffic safety and Multnomah County has given its concurrence and consent to this closure. The area on both sides of the new expressway is well served by existing facilities. A sketch map of the situation is enclosed for your information.

Matters of this kind are normally handled with the Multnomah County Roadmaster, Mr. Paul C. Northrup, who in turn discusses them with the County Commission. Nearly every major highway project involves county road closures or alterations and the agreements are designed to cover such adjustments that provide the maximum traffic safety and will result in a benefit to the greatest number of persons.

If you require additional information on this subject, anything available will be promptly furnished at your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.
cc R. L. Porter
Victor D. Wolfe
Ralph Sipprell A. E. Johnson
RLP:ms In

HOME ADDRESS
BETTY ROBERTS
3236 S. E. 165TH PLACE
PORTLAND, OREGON 97220

STATE OF OREGON
HOUSE OF REPRESENTATIVES
SALEM

Feb. 25, 1965

Mr. Forrest Cooper
State Highway Dept.
Salem, Oregon

Dear Mr. Cooper,

I have been asked by some of my constituents to investigate the possible closure of Hillyard Road which is about three miles southeast of Gresham, just off the Loop-Highway. The closure apparently is due to the building of a new highway across Hillyard Road. There appears to be concern for both the closure and the manner in which it is being handled.

Could you provide me with information on the situation and the plans of your Department in this matter?

Sincerely yours,

Betty Roberts

Betty Roberts
State Representative

brs

Copies sent to:

Mr. Clyde Northrup
Multnomah County Road Dept.
Portland, Oregon

Mr. Floyd Wagner

RECEIVED
MAR 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BEGINNING OF
STA. C 255+50

END O
STA

To Portland

POWELL VALLEY RD.

BARNES

GRESHAM

PALMQUIST RD.

300

ANDERSON

RD.

350

Future Construction

TELFORD RD.

313+00

11

13

14

23

24

CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line

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APR 12 1965
FOR FILING

3-166(4)

6545

February 8, 1965

Ray L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon

AGENDA
MAR 11 1965

Gentlemen:

The State Highway Commission on January 27, 1965, accepted your proposal for grading, paving, structures and signing on the Powell Valley Road-Duncan Road section of the Mt. Hood Highway in Clackamas and Multnomah Counties for the Sum of $1,950,574.90, and returned it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6545.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Pacific Builder & Engineer, Inc.
Seattle, Washington

Daily Journal of Commerce
Seattle 4, Washington

Daily Journal of Commerce
Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SLA:)
I. D. Marchant

ER

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FEB 8 - 1965

Form 729

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
P. O. Box 4727
Portland, Oregon 97202

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

February 3, 1965

Supplementary provisions
Contract
6545

Roy L. Houck Sons' Corporation
1158 Chemeketa Street
Salem, Oregon

Gentlemen:

Powell Valley Road-Duncan Road
Section
Boring Road Structure

Construction plans for the Boring Road Structure will contain numerous revisions over the bidding plans furnished you. Prints of the revised plans listed below are enclosed.

Drawing No.	Revisions
20436	1-4 incl. dated 12-29-64
20437	None
20438	1-4 incl. dated 12-30-64 and revisions 5 and 6 dated 1-5-65
20439	1-4 incl. dated 12-31-64
20440	1-3 incl. dated 1-6-65
20441	1-6 incl. dated 1-5-65
20442	1-4 incl. dated 1-5-65
20443	1-6 incl. dated 1-5-65
20444	1-11 incl. dated 1-5-65
20445	1-9 incl. dated 1-5-65
20446	1-4 incl. dated 1-5-65
20447	1-5 incl. dated 1-5-65

NOTED
FLOYD QUERY

Most of the revisions are of minor nature, i.e., correcting errors in dimensions, adding explanatory notes, adding omitted dimensions, etc. However, some of the revisions do affect contract pay quantities. The revisions affecting contract pay quantities are as follows:

Drawing #20436 - Elevation at end of wing walls projecting from Abutment No. 1 & 2 have been corrected to agree with drawing #20443 of the bidding plans - No changes in quantities are due to this correction. Elevation of footings for Bent 2 raised 2 feet. Changes in concrete and reinforcing steel quantities occasioned by

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OREGON
STATE HIGHWAY COMMISSION

the revision will be accounted for at theoretical unit price for each of the items as provided for in the contract specifications. Changes in excavation quantities will be accounted for at contract unit prices. All other revisions are corrective, additional explanatory notes, and minor corrections to the drawings. Additional slope paving will be paid for at contract unit prices.

Drawing #20437 - No revisions.

Drawing #20438 - Sidewalk drain detail expanded. Furnishing and placing pipe, including anchorage bracket and bolts, below bottom of sidewalk elevation will be paid for as extra work.

Joint filler through rail and curb added and also joint filler between walk and curb post added. Furnishing and placing this material will be paid for as extra work.

All other revisions are corrective, additional explanatory notes and other minor corrections to the drawing.

Drawing #20439 - Reinforcing added or deleted and bar size and length adjustments will be based on the theoretical unit prices as provided for in the specifications.

Furnishing and placing gravel for french drain back of abutment and drain will be paid for as extra work.

All other revisions are corrective, additional explanatory notes and other minor corrections to the drawings.

Drawing #20440 - Reinforcing added or deleted will be based on the theoretical unit price as provided for in the specifications.

All other revisions are corrective, additional explanatory notes and other minor corrections to the drawing.

Drawing #20441 - Reinforcing added or deleted and size adjustments will be based on the theoretical unit price as provided for in the specifications.

Forming for drain holes and drip holes at X-beams and diaphragms will be paid for as extra work.

Forming for 20-inch crawl hole in diaphragms will be paid for as extra work.

Forming for 20-inch crawl hole in X-beams deleted will be deducted on a lineal foot basis determined by the cost of the extra work on the crawl holes in the diaphragms.

Concrete added or deducted will be paid for at the theoretical unit price as provided for in the specifications.

Furnishing and placing piling added to bent 2 will be paid for at the contract unit prices.

Furnishing and placing 6-inch steel pipe for deck drains below deck level will be paid for at contract unit price.

All other revisions are corrective, additional explanatory notes and other minor corrections to the drawing.

Drawing #20442 - Reinforcing added or deleted and bar size and length adjustments will be based on the theoretical unit price as provided for in the contract.

Furnishing and placing gravel for french drain back of abutment and drain will be paid for as extra work.

All other revisions are corrective, additional explanatory notes and other minor corrections to the drawing.

Drawing #20443 - Reinforcing added or deleted and bar size and length adjustments will be based on the theoretical unit price as provided for in the contract.

Drawing #20444 - Reinforcing added or deleted and bar size and length adjustments will be based on the theoretical unit price as provided for in the contract.

Extra forming for drip and drain holes will be paid for as extra work.

Extra concrete, and forming for same, added by change in beam ends will be paid for at the theoretical unit price as provided in the contract.

All other revisions are corrective, additional explanatory notes and other minor corrections to the drawing.

Drawing #20445 - Reinforcing added or deleted and bar size and length adjustments will be based on the theoretical unit price as provided for in the contract.

Extra forming for drip and drain holes will be paid for as extra work.

All other revisions are corrective, additional explanatory notes and other minor corrections to the drawing.

Drawing # 20446 - Reinforcing added or deleted and bar size and length adjustments will be based on the theoretical unit price as provided for in the contract.

Extra forming for drain and drip holes will be paid for as extra work.

All other revisions are corrective, additional explanatory notes and other minor corrections to the drawing.

Drawing #20447 - Reinforcing added or deleted and bar size and length changes will be based on the theoretical unit prices as provided for in the contract.

Extra forming for drain and drip holes will be paid for as extra work.

All other revisions are corrective, additional explanatory notes and other minor corrections to the drawing.

The contract will be awarded on the basis outlined above.

Very truly yours,

A. E. Johnson
Division Engineer

WEM:lh
Attachments

cc Ivan Merchant
F. D. Morgan
A. W. Bates
Warren Mueller

Revisions outlined in this letter under Drawing Nos. 20436 thru 20447 are accepted.

Roy L. Houck Sons' Corporation

By

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 8 - 1965 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
JAN 14 1965
FOR FILING
S 1661
S 545

January 14, 1965

Oregon State Highway Commission

Gentlemen:

On the agenda for the January 27 meeting will be a throughway agreement with the Multnomah County Board of Commissioners pertaining to the Powell Valley Road-Duncan Road Section of the Mt. Hood Highway, State Primary Highway No. 26, in Multnomah County, Oregon.

This agreement provides for construction of the throughway, along with various connections and frontage roads, to be done by State. Several various road closures are also covered by this agreement.

Upon completion of the project, the County will assume maintenance, jurisdiction and control of the reconstructed county road connections and the frontage roads along the throughway. The maintenance will be at sole expense of the County.

Your approval is recommended and your authority requested for the Secretary's signature for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd Shaw
Victor D. Wolfe
H. S. Cox
C. H. Maison
L. H. Young
A. E. Johnson

DNH:eb bjs

RECEIVED
SEP 14 1964

5-766(1)
6543

JOHN H. KEELEY
ENGINEER AND SURVEYOR

COUNTY OFFICE — CLACKAMAS

ENGINEER'S OFFICE — Phone OLive 6-2641

940 WARNER-MILNE RD. — OREGON CITY, OREGON 97045

BOARD OF COUNTY COMMISSIONERS — CLACKAMAS COUNTY — STATE OF OREGON

September 4, 1964

REFERRED TO
County & City Engr.

Mr. Verne R. Jones, Planning Engineer
State Highway Department
Salem 10, Oregon

Dear Sir:

Your letter of August 31, addressed to the Board of County Commissioners has been received and it is requested that a detour with proper signing be located as shown in red upon the attached maps. The closure of this roadway for the period of time contemplated may cause some difficulties to the travelling public; but, if you feel it is necessary, I am sure the improvement will more than warrant the inconvenience.

The County hereby grants permission to affect a closure of that portion of the so called Boring Road (Mkt. Road #17) at its intersection with the new Mt. Hood Highway. In our telephone conversation, you further mentioned the widths of roadway anticipated to be 12 foot lanes with 4 foot shoulders. I believe this would adequately serve the anticipated traffic upon Mkt. Road #17 in the foreseeable future.

If there are any problems involved in the proposed detour route, I would be glad to further discuss the matter with you.

RECEIVED
SEP 9 1964
ENGINEER
COUNTY & CITY DIVISION

Yours truly,

John H. Keeley

JOHN H. KEELEY
County Engineer & Surveyor

JHK:my

Enclosures

NOTED
LLOYD P. SHAW

RECEIVED
SEP - 8 1964
OREGON
STATE HIGHWAY COMMISSION

Copies to

9-14-64

R. 4. E.

T. 1. S.

T. 2. S.

PROPOSED DETOUR ROUTE

ROAD CLOSED

ROAD CLOSED

SANDY RIVER

COTTRELL

Cottrell School

MOUNT

CITY BOUNDARY

Deep Creek Sch.

DEEP CREEK STONE CO.

EAGLE CREEK 31

EAGLE CREEK GRANGE

Douglass Ridge Sch

SAND

ANDERSON QUARRY

CLACKAMAS RIVER

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FOR FILING

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121
6-3-4/5

Salem, Oregon
July 31, 1964

Boring Road Intersection
Mount Hood Highway

Mr. R. L. Porter
Deputy State Highway Engineer

The following information was requested in your June 10 letter.

An interchange based on a diamond pattern can be constructed at the subject intersection for approximately $420,000. This seemingly excessive cost is due, primarily, to the deep gully at the point of intersection. Three interchange legs are affected by this drop in elevation and large embankment quantities are necessary.

A grade separation structure is estimated to cost $145,000. Approximately one-half of this cost is reflected in the structure proper, the remainder being represented about two-thirds by grading quantities and one-third by paving costs. Relatively minor right-of-way cost would be involved.

Ultimately upon development of a freeway from this point to Marquam Bridge, the approach ramps on the southwest side of the highway would be very desirable. I feel the other two ramps are unneeded. For the foreseeable future, it is doubtful we would give consideration to any ramps at this point.

Under date of July 30, the Clackamas County Board of Commissioners agreed to the County's concurrence in a grade separation structure. We should program construction to provide this grade separation to tie in with our paving project which will open the highway to traffic at this point.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc F. D. Morgan - Attention: J. Oakes

DARRELL JONES, Chairman
S. C. ELY, Commissioner
FRED STEFANI, Commissioner

COUNTY OF CLACKAMAS

Board of Commissioners

Phone OLive 6-2641

COUNTY COURT HOUSE OREGON CITY, OREGON 97045

July 30, 1964

Oregon State Highway Commission
Salem, Oregon

Re: Proposed grade separation and overhead crossing where the present Boring Road (Station 431 + 39) intersects the realignment of the Mt. Hood Highway.

Gentlemen:

This is to certify that we concur in the proposed installation of the aforementioned structure.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Fred Stefani
Commissioner

S. C. Ely
Commissioner

SCE/dab

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AUG - 4 1964
FOR FILING

Salem, Oregon
July 30, 1964

Boring Road Intersection
Mount Hood Highway
Clackamas County

Mr. M. S. Cox
County and City Engineer

Please have one of your people contact the Clackamas County Court as to the acceptability of a grade separation at the intersection of Boring Road and the Mount Hood Highway.

We have received, and have been subjected to through the newspapers, a great deal of adverse comment regarding an at-grade intersection. We do not consider construction of an interchange at this time but feel we should consider purchase of right of way for an ultimate one-half interchange, comprising a Portland-bound entrance and opposing direction exit. I will be glad to discuss this with you at any time.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

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-1/1
63457

July 21, 1964

Mr. Sidney A. Bartels
Attorney at Law
18448 S. E. Pine Street
Portland 33, Oregon

Dear Mr. Bartels:

Reference is made to your July 13 letter addressed to the State Highway Engineer which has to do with a Boring Road separation with the new Mt. Hood Highway.

The Highway Commission does not contemplate holding another hearing on this matter, but the Department is studying the problem with the idea of seeing if a separation can be financially justified. However, if you wish to make a presentation to the Commission, a request to do so should be directed to Mr. Floyd Query, Secretary to the State Highway Commission, Highway Building, Salem. Mr. Query can arrange a time for your appearance at the next Commission meeting, which is scheduled for August 27.

In the meantime, if you require additional factual information, we will be glad to furnish anything available at your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. Floyd Query
Mr. Victor D. Wolfe

SIDNEY A. BARTELS
ATTORNEY AT LAW
18448 S. E. PINE ST.
PORTLAND 33, OREGON

ASSOCIATED WITH
ROBERTSON & WILLS

MOHAWK 5-8126

July 13, 1964

NOTED
R. L. FORTIER

Mr. Forrest Cooper, Engineer
Oregon State Highway Department
Salem, Oregon

Re: Boring Road - Mt. Hood Highway Interchange

Dear Mr. Cooper:

This office prepared petitions circulated in the Orient-Boring area, directed to the State Highway Commission requesting that an overpass be constructed on Boring Road where it intersects with the new Mt. Hood Highway.

Mr. Carlon, Superintendent of the Orient Grade School District, has shown to me your letter of June 11, 1964 wherein you state that additional studies will be made of the traffic problem involved in the new route, which will include the Boring Road intersection. Please be advised that the Orient School Board and people of the surrounding area wish to acknowledge their appreciation for the additional studies that will be made. We realize that you and your office have a very difficult job to perform, just as you realize our natural concern in this area.

Portland

We request that your office notify us as to any future hearings that may be held concerning the Boring Road overpass and, further, we would like to have an opportunity to appear before the Commission to present facts which we have assembled concerning this. We further request, if possible, that such a hearing be held in the area under consideration so that all of the facts may be properly presented.

Again we would like to thank you for your consideration in this matter.

Sincerely,

Sidney A. Bartels

SAB:ho

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JUL 14 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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JUN 9 - 1964
FOR FILING
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16545

Salem, Oregon
June 9, 1964

Powell Boulevard-Duncan Road Section
Mount Hood Highway - Programming

Mr. R. L. Porter
Deputy State Highway Engineer

Present advance programming on this project includes $2,350,000 for construction and $185,000 for right of way. Total of the two amounts: $2,535,000. This figure does not include the 25 per cent increase applied to rough estimates. The figures given here were arrived at from detailed surveys and are considered quite firm.

We will be very fortunate if bids are sufficiently below the figure given to permit construction of a grade separation at the Boring Road, which runs north from Boring. The Construction Division estimates cost of a grade separation at this point to be $160,000, which sum includes the cost of a detour. A complete interchange would cost approximately $550,000 due to the extremely heavy earthwork required for the embankments on ramps.

As to completion of the Gully Road connection and the Gully Road-Duncan Road Section, if schedules were stepped ahead to September 1964, completion could be realized about October 31, 1965.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

3-1112 Duncan Rd.-Sandy Sec., Mt. Hood Hwy. in Sandy (Grad. & Pav.) 1965

#6546

C&A
2811

C&H 2794

RECEIVED
FEB 8 - 1971
FOR FILE
3-1112
L 4 1

February 5, 1971

Carney, Haley, Probst and Lovak
Attorneys at Law
501 Pacific Building
Portland, Oregon 97204

Attention: Leo R. Probst

Gentlemen:

As requested in your letter of February 3, we are attaching a copy of the contract and bond for Roy L. Houck Sons' Corporation, Duncan Road-Sandy Section of the Mt. Hood Highway in Clackamas County.

We did not have an extra copy of this contract in our file and it was necessary to xerox. Your remittance in the amount of $5.90 for this service will be appreciated.

The aerial photo, which you requested by phone yesterday, covering this section on Highway 26 will be forwarded to you next week by our Photogrammetric Unit. They will also forward you a billing for this material.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:fkn
Att.

cc L. I. Lindas
Fred Jeter

CARNEY, HALEY, PROBST & LEVAK
ATTORNEYS AT LAW
501 PACIFIC BUILDING
PORTLAND, OREGON 97204

RICHARD R. CARNEY
GEORGE P. HALEY
LEO R. PROBST
THOMAS F. LEVAK

TELEPHONE
226-4087
AREA CODE 503

February 3, 1971

Mr. Cecil Head
Commission Secretary's Office
Room 121, State Highway Building
Salem, Oregon 97310

Re: Contract No. 6546 - Highway 26 near milepost 22 in Clackamas County, 1965

Dear Mr. Head:

Will you please forward to us a copy of the above-mentioned contract.

Thank you for your cooperation in this matter.

Yours very truly,

CARNEY, HALEY, PROBST & LEVAK

Leo R. Probst

LRP/ljg

I talked to Mr. Probst re. this request, and he stated it has to do with a case between Houck & Spencer— Probst also requested a copy of an aerial photo of this section, Hwy. 26 Mp 22, Clack. Co— Jeter is checking → (He has a copy dated 1964) Contacted Lindas → (OK, 2/5/71) C.H.

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FEB 4 - 1971
OREGON
STATE HIGHWAY COMMISSION

(Jeter will mail and bill for aerial photo) C.H.

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SEP 11 1967
FORM E-30 50M 10-65

FOR FILING

3-1112

6546

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 8, 1967

To:

MEMO TO THE FILE

SUBJECT: William D. Werth and
Frankie Werth
vs.
Roy L. Houck Sons' Corporation,
S. D. Spencer and Son, and
Forrest Cooper, State High-
way Engineer

At approximately 2:40 p.m., Friday, September 8, in Mr. Cooper's absence, I was served with two summonses involving an action against Roy L. Houck and Sons' contract on the Mt. Hood Highway. These summonses were directed to Mr. Cooper.

They were turned over to the Legal Division this date.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
G. E. Rohde (enc.)

[RECEIVED]
AUG 7 1967

FOR FILING

3-1112
6546

August 2, 1967

Mercer, Anderson and Crew
Law Offices
10340 N. E. Weidler Street
Portland, Oregon 97220

Attention: Mr. Mitchell Crew

Gentlemen:

With the information given in your letter of July 31, we are able to identify the location of the accident of your client, Frank and Eileen Jimerfield, as being in the area of Contract No. 6546.

This contract was awarded to Roy L. Houck Sons' Corporation for grading, paving, and signing on the Duncan Road-Sandy Section of the Mt. Hood Highway in Clackamas County.

Attached is a certified copy of the contract. As we did not have an extra copy of this contract, it was necessary to xerox it, which contained 56 pages. There is a charge of five cents per page. Your remittance in the amount of $2.80 will be appreciated.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn
Attachment

bc Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon

LAW OFFICES
MERCER, ANDERSON & CREW
10340 N. E. WEIDLER STREET
PORTLAND, OREGON 97220

ROBERT M. MERCER
A. WM. ANDERSON, JR.
MITCHELL CREW

AREA CODE 503
TELEPHONE 255-4557

31 July 1967

Mr. Floyd Query
c/o State Highway Commission
Highway Building
Salem, Oregon

Re: Our Client: Frank and
Eileen Jimerfield
A/D: 9/7/65
Highway 26 - 2 miles West
of Sandy, Oregon

Dear Mr. Query:

You phoned in response to our letter requesting additional information concerning the contractors involved at the site of our clients' captioned automobile accident.

The Clackamas County Sheriff's report reveals the following additional reference points which should assist you in determining the exact place of the accident:

1. 1 mile east of Kelso, Oregon, at M.P. 22½ on State Highway #26.

2. Between PGE poles #879 and 880.

The Clackamas County Sheriff's deputy who was the investigating officer was William Worth.

We appreciated your prompt response to our July 26, 1967, letter and hope this additional information will enable you to give us the information we need.

Please call if you have any further questions. We also would be glad to come to your office at any time if you would prefer.

Very truly yours,

MITCHELL CREW

MC:sj

RECEIVED
AUG 1 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 3 1967

ROBERT M. MERCER
A. WM. ANDERSON, JR.
MITCHELL CREW

3-1112
6=4 6

LAW OFFICES
MERCER, ANDERSON & CREW
10340 N. E. WEIDLER STREET
PORTLAND, OREGON 97220

AREA CODE 503
TELEPHONE 255-4557

4

26 July 1967

7-28 Crew will send more accurate location data. May be Contract 6544 or 6545.
7-6

Mr. Floyd Query
c/o State Highway Commission
Highway Building
Salem, Oregon

Dear Mr. Query:

This office represents Frank Jimerfield who was involved in an automobile accident on September 7, 1965, on Highway 26, two miles west of Sandy, Oregon.

The area was under highway construction. The work was being performed by Roy Houck and Sons.

Please send a certified copy of the basic construction contract. This does not need to include the construction details.

Also, if any permit was issued in conjunction with this work, send a certified copy of the permit.

In addition, please inform us whether this work was in conjunction with or under some Federal program. If so, where copies of any Federal regulations might be examined.

Please bill us for the cost of the copies.

If this request involves an unreasonable amount of copying or is otherwise burdensome, please call the undersigned and some other arrangement can be made to obtain this information.

Very truly yours,

MITCHELL CREW

MC:sj

RECEIVED
JUL 27 1967
OREGON
STATE HIGHWAY COMMISSION

STATE COPY

Monthly transaction number	FORM PR-2A (8-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
7-99	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	Oregon
Project report number		County
8	7/25/66	Clackamas
		Project number F-156(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 16, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 172,430

Revised Federal funds $ 109,200.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25th day of July, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lobos

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons
(Division Engineer)

By T. Dee

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal Aid
Project No. F-156(17)

DUNCAN ROAD-SANDY SECTION OF THE

MT. HOOD HIGHWAY IN CLACKAMAS COUNTY

(Revised estimate as a basis for modification of project agreement. Based on estimated cost of lands, damages, relocation costs of displaced persons and other rights of way expense. Revised to include increase in costs of right of way.)

Salem, Oregon, July 15, 1966

Type Code R.O.W.
Rights of Way (Sta. 691+40 to Sta. 805+00)

Rights of Way	All Required	$158,470.00
Displaced Persons	All Required	4,200.00
	Subtotal	$162,670.00
	6% Acquisition Expense	9,760.00
	Total	$172,430.00

Length of Project——————————2.150 Miles

Federal Funds	$109,200.00
State Funds	63,230.00
	$172,430.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Note: Displaced Persons

4 Families	= $ 700.00
3 Businesses	= 3,500.00
	$4,200.00

INCREASE IN COST OF RIGHT OF WAY FILES

File	Previous Est.	Present Est.	Increase
34587	$ 4,950	$ 7,500	$ 2,550
34591	12,500	31,500	19,000
34596	4,750	6,000	1,250
37210	575	2,100	1,525
37212	2,700	3,750	1,050
			$25,375

Previous estimate	$133,095.00
Increase	25,375.00
	158,470.00
Displaced Persons	4,200.00
	162,670.00
Acq. expense	9,760.00
	$172,430.00

FORM E-80X—GEN—6-66 SP*23800-734

RECEIVED
JUL 7 1966
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 5, 1966

SUBJECT: Indenture of Access
R/W File 34591 - Oja
Duncan Road-Sandy Section
Mt. Hood Highway

To:
Mr. D. H. Hoehring
Right of Way Engineer
B U I L D I N G

Attached is an information sheet in connection with the request for an indenture of access on the subject file. Also attached is your fact sheet and a copy of an earlier letter pertaining to this matter.

This request now has Bureau of Public Roads approval.

F. D. Morgan
Construction Engineer

By
Dorland E. Swan
Staff Assistant

DES:nh

Attachments

cc: F. B. Klaboe
L. W. Rulien
J. F. Hagemann

NOTED
F. B. KLABOE

RECEIVED

RECEIVED
JUL 7 1966
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 5, 1966

To Mr. D. H. Moehring
Right of Way Engineer
BUILDING

SUBJECT: Indenture of Access
R/W File 34603 - Redmon
Duncan Road-Sandy Section
Mt. Hood Highway

NOTED
F. B. KLABOE

Attached is an information sheet in connection with the request for an indenture of access on the subject file. Also attached is your fact sheet and a copy of an earlier letter pertaining to this matter.

This request now has Bureau of Public Roads approval.

F. D. Morgan
Construction Engineer

By D E Swan
D. E. Swan
Staff Assistant

DES:nh

Attachments

cc: F. B. Klaboe
L. W. Rulien
J. F. Hagemann

RECEIVED
JUL
OFFICE
STATE HIGHWAY

RECEIVED
JUN 21 1966
FOR FILING

3-1112

6546

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1966

SUBJECT: Indenture of Access
R/W File 34603-Redmon
Duncan Road-Sandy Section
Mt. Hood Highway

To: Mr. D. H. Moehring
Right of Way Engineer
B U I L D I N G

Attached are information sheets concerning a request for an indenture of access on the subject file. Also attached are right of way map prints.

Reasons for this request are set forth in Mr. Bond's June 15, 1966 letter to Mr. Klaboe. This was a State project.

F. D. Morgan
Construction Engineer

By
D. E. Swan
Staff Assistant

DES:nh

Attachments

cc: F. B. Klaboe
L. W. Rulien
J. F. Hagemann

RECEIVED
JUN 21 1966

RECEIVED
JAN 24 1966
FOR FILING
3-1112
6546

January 21, 1966

General Insurance Company
of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6546 awarded to Roy L. Houck Sons' Corporation for grading, paving, and signing on the Duncan Road-Sandy Section of the Mt. Hood Highway in Clackamas County was completed on November 3, 1965, and accepted by the Highway Commission on January 20, 1966.

Final payment in the amount of $30,241.86 will be released to the contractor after January 28, 1966. The total contract amount is $602,046.93 including $6,694.06 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 21 1966
FOR FILING
3-1112
6546

January 20, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed November 3, 1965, on Contract No. 6546. The contract was with Ray L. Houck Sons' Corporation and was for grading, paving and signing on the Duncan Road-Sandy Section of the Mt. Hood Highway in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective on this date.

This will be presented to you for confirmation at the Commission meeting on January 25.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. W. Rulien

bg

RECEIVED
JAN 13 1966
FOR FILING
3-1112
6546

December 15, 1965

Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon

#11

Gentlemen:

The State Highway Commission at its meeting on December 14 considered your request for an extension of the specified completion date from September 1 to November 4, 1965, to complete Contract No. 6546 for grading, paving, and signing on the Duncan Road-Sandy Section of the Mt. Hood Highway in Clackamas County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to November 1, 1965, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Sm
cc L. W. Bolton
Willard Seefeldt
F. D. Morgan
L. H. Young
C. H. Maiers

FORM H-90 5OM 3-65 SP*6470-794

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1965

SUBJECT:

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

Extension of Time
Duncan Road-Sandy Section
Mt. Hood Highway
Contract No. 6546

Attached is a request from Roy L. Houck Sons' Corporation, contractor on the subject contract for an extension of the specified completion date from September 1 to November 4, 1965 without the assessment of liquidated damages. The contractor's request is based on delays caused by utility companies not having relocated their facilities which had to be adjusted in the contract work area and which interfered with the contractor's operations.

At a pre-construction conference February 10, 1965, the utility company representatives indicated that they would complete their adjustments by June 1, 1965. However, the electric utilities did not complete their move until July 1, telephone company until July 9 and the City of Sandy water and sewer adjustments were not completed until August 3. Ground and weather conditions were suitable to begin grading on the Main Street of Sandy on May 10. However, the contractor was prevented from starting any of his grading work until June 21. This delay justifies an extension of 42 calendar days. From June 21 until August 3 when the City completed their water main revisions there were 17 calendar days when the contractor was prevented from performing any construction work by the City's work. These delays justify an extension of 17 calendar days. During the contractor's paving operations in October, there were 7 calendar days when the contractor was directed to stop paving due to weather. Since this delay was at the State's direction, this justifies an extension of 7 calendar days.

This contract is controlled by the 1964 Standard Specifications which allow time extensions based on "--- failure of the State, its representatives and its other contractors to act promptly in carrying out obligations and duties,---". This contract was awarded February 9, 1965. From the date of the pre-construction conference, when the utility companies indicated that they would have their moves completed by June 1, until that date, should have been ample time for them to complete all adjustments.

The original completion date for this contract was September 1, 1965. The project was completed November 3, 1965. This is 63 calendar days beyond the specified date and amounts to $9,450.00 based on the penalty rate of $150.00 per day.

Because of the delays occasioned by utility company adjustments, totaling 66 calendar days, we recommend that the specified completion date be extended to November 3, 1965. This will eliminate all liquidated damages.

This is a State contract and does not require the Bureau of Public Roads concurrence.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

DES:rw;nh

Attach.

RECEIVED
DEC 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6546 Contractor Roy L. Houck Sons' Corp.

Highway Mt. Hood

Section Duncan Rd. - Sandy

Kind of Work Grading, Paving & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Utility adjustments interfered with the contractor's operations and justified a 59 calendar day extension. In addition, at the State's direction, the contractor was directed to cease his paving operations during 7 calendar days and this extension is justified.

Recommended for Approval:

F. Kenny
Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	6546
Project designation	State (State-Federal)
Date awarded	Feb. 9, 1965
Work started	Feb. 9, 1965
Per cent completed	100 Nov. 3, 1965 (Date)
Spec. Compl. Date	Sept. 1, 1965
No. of Workdays Allowed	
No. of Workdays Used	Req. ext. to Nov. 3, 1965
No. of Added Workdays Requested	

State Printing 27000

E—330 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 13, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase in the ~~number of working days from~~ Time Limit, from Sept. 1, 1965 ~~days~~ to Nov. 4, 65 ~~days~~ within which to complete our Contract No. 6546, without the assessment of liquidated damages. The said contract is described as follows:

Duncan Road-Sandy Section

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Delay was caused from June 1st to August 4th, by the City of Sandy, the Portland General Electric Company and the West Coast Telephone Company, not re-locating their facilities, thus delaying Roy L. Houck Sons' Corporation and its subcontractors, as outlined in our letter of June 2, 1965, a copy of which is hereto attached,

Respectfully submitted,

ROY L. HOUCK SONS' CORPORATION
Contractor

By Roy L. Houck

CONSENT OF SURETY

Date August 17, 19 65

We, GENERAL INSURANCE COMPANY OF AMERICA

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby Attorney-in-fact

(SEAL)

Richard V. Grimes Resident Agent

A.I.C.

June 2, 1965

Willard Scofield, Resident Engineer
Oregon State Highway Department
P. O. Box 4727
Portland, Oregon

SUBJECT: Relocation of Utilities on Contract #6546 (Duncan Rd.-Sandy)

Dear Sir:

It is evident from an inspection of the job yesterday, June 1, and our subsequent conversation with you, that we have a serious problem on this job with the relocation of the utilities. It was requested by us at the Pre-Job Conference on February 10th, that the City of Sandy would accomplish its relocation work by June 1, 1965. On May 4, I wrote you a letter advising you that the utilities were not being relocated as per our request.

We have contacted the City Council, attended the Sandy City Council meetings, on two different occasions, trying to expedite the matter and at these times, we were told that the relocation would be accomplished by June 1st. June 1st has come and gone and according to your own admission yesterday, there is no place on this project we may commence work due to the lack of relocation of the water lines.

Therefore, it is evident and necessary that an extension of time be granted on this job. The length of time extension cannot be estimated at this time since the time required for the relocation of the water lines cannot be accurately determined.

This delay will result in the possibility of two potential claims for extra compensation from the State of Oregon by Roy L. Houck Sons' Corporation

Potential Claim One: Additional compensation sought by subcontractor from Roy L. Houck Sons as the results of delay in operations because of the inability of Roy L. Houck Sons to meet schedule outlined to the Subcontractors. (i.e. Oregon Asphaltic Subcontract).

Potential Claim Two: Because Roy L. Houck Sons Corporation was denied access to the work in Sandy proper, simultaneously with the excavation work on the rest of the job, we possibly will have increased operation expenses. (i.e. If the West end is granted first, as it now appears, when we start the City work and encounter city water lines, etc., we will have no alternate area to work in and thus will be forced to shut down, whereas if the excavation in the City end could have been started first, we then could have moved to the West end of the project if we encountered water line breakage, etc.

We therefore request that the State, in order to minimize potential areas of disagreement between the State and ourselves, expedite this relocation work.

Yours very truly,

ROY L. HOUCK SONS CORPORATION

Roy L. Houck, Jr.
President

RLHjr/nk

cc: L. Rulien, Division Engineer
Job File

Salem

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Duncan Road - Sandy		WEEK ENDING: December 11, 1965
		SECTION PREFIX: 3-1112
HIGHWAY: Mt. Hood		COUNTY: Clackamas
NAME OF JOB: Duncan Road - Sandy	KIND OF WORK: Grading, Paving and Signing	
CONTRACTOR: Roy L. Houck Sons' Corp.	CONTRACT NUMBER: 6546	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Feb. 9, 1965	DATE WORK STARTED: Feb. 9, 1965	COMPLETION DATE: Nov. 3, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN - SUPERVISION -	SPECIFIED WORK DAYS: -	WORK DAYS USED: -
	CALENDAR DAYS: 204	CALENDAR DAYS USED: 267 ~~268~~
	SPECIFIED COMPLETION DATE: Sept. 1, 1965.	PERCENT OF TIME ELAPSED: 130.9%
PROJECT AUTHORIZATION: $ 691,512.30		
EXCLUSIVE OF ENGINEERING: $ 642,388.09	ENGINEERING AUTHORIZATION: $ 49,174.21	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ *610,253.59	ENGINEERING COST TO DATE: $ 48,950.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: *5.0 %	PERCENT OF AUTHORIZATION: 99.54%	DATE PROJECT WAS COMPLETED: Nov.3, 1965.

* Includes $9450 liquidated damages subject to appeal to the Highway Commission.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
100	100	100	100	Pave 100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.23	2.23			2.23
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.23	2.23			2.23
TOTAL ESTIMATED QUANTITIES (CONTRACT)	73,700	121,300			20,400
TOTAL QUANTITIES CORRECTED TO DATE	64,650	121,865			19,117
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	64,650	121,865			19,117
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Rain			1111 E
TUESDAY	Showers			13
WEDNESDAY	" some clearing			W
THURSDAY	" " "			
FRIDAY	Showers			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The semi-final estimate was completed this week and was submitted to the Division office today, Friday, Dec. 10, 1965.

SIGNED _____ LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
DEC 9 - 1965
FOR FILING
3-1112
6546

December 8, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 11
December 14, 1965 Meeting

Gentlemen:

May L. Hewitt Sons' Corporation, contractor on the Buxton Road-Jungle Section of the Hewitt Wood Highway in Clackamas County, Contract No. 6546, requests an extension of the completion date from September 1 to November 4, 1965.

The contractor's operations were delayed by utility adjustments being performed in the contract area, amounting to a total of 59 calendar days. During the contractor's paving operations, there were seven calendar days when the contractor was directed by the State to stop his paving work. A like extension is justified. These reasons amount to 66 calendar days and would justify an extension to November 4, 1956.

I recommend that the specified completion date be extended to November 3, 1965, which is the actual completion date. This will eliminate all liquidated damages.

This matter will be on the agenda for your consideration at the December 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. W. Bulien

DES:nh bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6546 Contractor Ray L. Houck Sons' Corp.

Highway Mt. Hood

Section Duncan Rd. - Sandy

Kind of Work Grading, Paving & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Utility adjustments interfered with the contractor's operations and justified a 59 calendar day extension. In addition, at the State's direction, the contractor was directed to cease his paving operations during 7 calendar days and this extension is justified.

Recommended for Approval:

G T Ramey
Division Engineer

Construction Engineer or Bridge Engineer

J B Kabeiseman
Assistant State Highway Engineer

Contract No.	6546
Project designation	State
	State-Federal
Date awarded	Feb. 9, 1965
Work started	Feb. 9, 1965
Per cent completed	~~75 Sept 20 1965~~ 100 Nov. 3, 1965 Date
Spec. Compl. Date	
~~No. of Workdays Allowed~~	Sept. 1, 1965
~~No. of Workdays Used~~	
	Req. ext. to November 3, 1965
~~No. of Added Workdays Requested~~	

State Printing 37000

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 13, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase in the Time Limit, from Sept. 1, 1965 to Nov. 4, 65 within which to complete our Contract No. 6506, without the assessment of liquidated damages. The said contract is described as follows:

Duncan Road-Sandy Section

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Delay was caused from June 1st to August 4th, by the City of Sandy, the Portland General Electric Company and the West Coast Telephone Company, not re-locating their facilities, thus delaying Roy L. Houck Sons' Corporation and its subcontractors, as outlined in our letter of June 2, 1965, a copy of which is hereto attached.

Respectfully submitted,

ROY L. HOUCK SONS' CORPORATION
Contractor

By [signature]

CONSENT OF SURETY

Date August 17, 19 65

We, GENERAL INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby Attorney-in-fact

(SEAL)

Richard V. Grimes Resident Agent

June 2, 1965

Willard Scofield, Resident Engineer
Oregon State Highway Department
P. O. Box 4727
Portland, Oregon

SUBJECT: Relocation of Utilities on Contract #6546 (Duncan Rd.-Sandy)

Dear Sir:

It is evident from an inspection of the job yesterday, June 1, and our subsequent conversation with you, that we have a serious problem on this job with the relocation of the utilities. It was requested by us at the Pre-Job Conference on February 10th, that the City of Sandy would accomplish its relocation work by June 1, 1965. On May 4, I wrote you a letter advising you that the utilities were not being relocated as per our request.

We have contacted the City Council, attended the Sandy City Council meetings, on two different occasions, trying to expedite the matter and at these times, we were told that the relocation would be accomplished by June 1st. June 1st has come and gone and according to your own admission yesterday, there is no place on this project we may commence work due to the lack of relocation of the water lines.

Therefore, it is evident and necessary that an extension of time be granted on this job. The length of time extension cannot be estimated at this time since the time required for the relocation of the water lines cannot be accurately determined.

This delay will result in the possibility of two potential claims for extra compensation from the State of Oregon by Roy L. Houck Sons' Corporation

Potential Claim One: Additional compensation sought by subcontractor from Roy L. Houck Sons as the results of delay in operations because of the inability of Roy L. Houck Sons to meet schedule outlined to the Subcontractors. (i.e. Oregon Asphaltic Subcontract).

Potential Claim Two: Because Roy L. Houck Sons Corporation was denied access to the work in Sandy proper, simultaneously with the excavation work on the rest of the job, we possibly will have increased operation expenses. (i.e. If the West end is granted first, as it now appears, when we start the City work and encounter city water lines, etc., we will have no alternate area to work in and thus will be forced to shut down, whereas if the excavation in the City end could have been started first, we then could have moved to the West end of the project if we encountered water line breakage, etc.

We therefore request that the State, in order to minimize potential areas of disagreement between the State and ourselves, expedite this relocation work.

Yours very truly,

ROY I. HOUCK SONS CORPORATION

Roy I. Houck, Jr.
President

RIHjr/nk

cc: L. Rulien, Division Engineer
Job File

RECEIVED
DEC 3 - 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1965

6546

To: ~~MEMO TO~~ THE FILES

SUBJECT: Bill for Water Line Relocation
City of Sandy
Duncan Road-Sandy Section
Mt. Hood Highway
Clackamas County
Contract No. 6546

NOTED
F. B. KLABOE

On September 7, 1965 the undersigned, in the company of Messrs. Jess Jones, Willard Scofield and Jack Hesla, met with the City Council of the City of Sandy and reviewed their proposed bill for the relocation of City-owned water mains required by this project. The City presented a bill in preliminary roughdraft form in the amount of $39,818.50. In my Memo of September 23, 1965 I discussed this proposed bill in some detail and pointed out that it contained numerous duplications for the work performed.

As agreed at the meeting of September 7, Mr. Martin G. Boatwright, Consulting Engineer for the City of Sandy, prepared a revised bill and presented this to the undersigned on November 10, 1965. The amount of this bill was $18,289.30. This was reviewed in detail by Mr. Jess Jones, Mr. Phil Preston and the undersigned and this, too, was found to contain duplication for the work performed. We also noted that the form of the bill was not in accordance with the agreements made at the September 7 meeting and the various items could not be checked for their accuracy.

We advised Mr. Boatwright of these various facts and pointed out the apparent duplications, although attached to this bill was detailed information which could support some of the City's claims. Mr. Boatwright then revised the bill once again and on November 18 presented us with a third form of the bill which contained the information we had requested in our September 7 meeting and justified the additional expense the City was required to incur because of the State's construction.

A review of my September 23 Memo will show the State and the City had agreed as follows:

3,973 lin. ft. @ $ 1.85 per ft. = $7,350.05		(Labor for installation of 6" main)
1,940 lin. ft. @ $ 0.09 per ft. = $ 174.60	4"pipe	(Value of new pipe less credit for extended service life)
1,900 lin. ft. @ $0.135 per ft. = $ 256.50	6"pipe	
945 lin. ft. @ $ 2.40 per ft. = $2,268.00		(Labor and materials for 2" water main, all adjusted after 6-4-65)
56 services @ $25.00 each = $1,400.00		(Services off 6" line, 25 adjusted after 6-4-65)
18 services @ $25.00 each = $ 450.00		(Services off 2" line, all adjusted after 6-4-65)
945 lin. ft. @ $ 0.18 per ft. = $ 170.10		(Cost of overtime for 2" water main)

Estimated total bill for
Water Main Relocation $12,069.25

However, this contained known inaccuracies, since the value of the new pipe, less credit for extended service life, was given as a result of Mr. Boatwright's off-hand estimate of cost of 4" and 6" pipe. It did not include the numerous special fittings which are included in the revised bill. This Memo also provides for the adjustment of 56 services at $25.00 each. We agreed in the Memo that 25 of these services were adjusted after June 4, 1965 and may be subject to a higher unit cost, since additional help was employed in their adjustment. Mr. Boatwright had detailed this additional cost in his latest bill. The September 23 Memo also shows 18 services off the 2" line at $25.00 each, all of which were adjusted after June 4, 1965. Inasmuch as additional help was employed to adjust all these services, it was agreed that the $25.00 price should probably be revised upwards. Mr. Boatwright had included such justification in his latest bill. The additional cost for overtime for adjusting the 2" water main was shown to be 18¢ per ft. for 945 lin. ft. This was strictly an off-hand estimate by Mr. Boatwright at the meeting. Upon review of the City's records, he has arrived at a cost of $1.00 per lin. ft. additional cost. After discussion with

Mr. Boatwright, this appears to be a legitimate charge. The bill as Mr. Boatwright presented may then be summarized as follows:

3,973 lin. ft. @ $ 1.85 per ft. = $ 7,350.05		(Labor for installation of 6" main)
1,920 lin. ft. @ $0.162 per ft. = $ 311.04	6" pipe	(
583 lin. ft. @ $0.115 per ft. = $ 67.04	4" pipe	(Value of new pipe and fittings,
1,090 lin. ft. @ $0.064 per ft. = $ 69.76	2" pipe	(less credit for extended
		(service life.
Miscellaneous Fittings at 10 Street Intersections $ 527.54		(
945 lin. ft. @ $ 2.40 per ft. = $ 2,268.00		(Labor and materials for 2" water main, all adjusted after 6-4-65)
31 services @ $25.00 each = $ 775.00		(Services off 6" line adjusted before 6-4-65)
25 services @ $46.35 each = $ 1,158.75		(Services off 6" line adjusted after 6-4-65)
10 services @ $28.00 each = $ 280.00		(Services off 2" line adjusted after 6-4-65, near side of street)
8 services @ $71.82 each = $ 574.56		(Services off 2" line, all adjusted after 6-4-65, far side of street)
945 lin. ft. @ $ 1.00 per ft. = $ 945.00		(Cost of overtime for 2" water main)
Total Bill for Water Main Relocation $14,326.74		

It is assumed that this bill also contains the time and material used to repair the breakage caused by the contractor to water facilities not shown on the plans and indicated on the September 23 Memo to be $192.46. This bill has been reviewed by Messrs. Jones, Preston, Scofield and the undersigned and found to be a fair and equitable assessment against the State by the City for their work required by this project. Therefore, the Accounting Section has proceeded to pay this bill from the revolving fund and the check was mailed to the City on November 26, 1965.

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: F. B. Klaboe
L. H. Young
C. H. Maison
L. W. Rulien
W. J. Scofield
Jack Hesla

RECEIVED
DEC 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 5, 1965

Erlandson & Morgan
Attorneys at Law
1108 Main Street
Milwaukie, Oregon 97222

ATTENTION: Mr. Ralf H. Erlandson

Your Reference: Boring Crossing to
Mt. Hood Freeway

Gentlemen:

Your September 23 letter requested information on contractors hauling rock in the Boring area. We believe you have reference to hauling involved with two State Highway contracts currently in progress on two sections of the Mt. Hood Highway -- namely, the Powell Valley Road-Duncan Road (Contract No. 6545) and Duncan Road-Sandy (Contract No. 6546) Sections.

The prime contractor for both projects is Roy L. Houck Sons' Corporation, P. O. Box 671, Salem, Oregon. The hauling and placing of base rock material is subcontracted to S. D. Spencer & Sons, 4614 N. E. 72nd Avenue, Vancouver, Washington.

The contract specifications include certain quality requirements for the aggregate and controls relating to its placement in the roadway structure; however, neither of these contracts specify a source for the rock materials required, this being entirely the responsibility and choice of the contractor.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

JAB:bjm

cc: F. B. Klaboe
Victor D. Wolfe
G. E. Rohde

RALF H. ERLANDSON
ROBERT J. MORGAN

J. GARY McCLAIN
MARK A. BLIVEN

ERLANDSON & MORGAN
ATTORNEYS AT LAW
1108 MAIN STREET
MILWAUKIE, OREGON 97222

TELEPHONE
654-7722

September 23, 1965

Adman

KLABOE

State Highway Department
State Highway Building
Salem, Oregon

Re: Boring Crossing to Mt. Hood Freeway

Gentlemen:

This office represents property owners whose homes and property was damaged as a result of the operation of trucks in hauling rock for the Boring Crossing on the Mt. Hood Freeway. As I understand the facts your prime contractor is Roy L. Houck of Salem, Oregon, and he in turn has a sub-contractor Spencer of Vancover, Washington. It would seem to me that your contract provisions would provide some protection to adjoining property owners to prevent or minimize damage due to excessive dust etc.

Please furnish the name of your prime contractor and sub-contractors. Thank you for your kind cooperation.

Sincerely,

ERLANDSON & MORGAN

Ralf H. Erlandson

RHE:pt

Morgan
Decker
Bond
Barbee
Walker
Olsen
Swan

Perso
Morelock
Trow
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 29 1965
CONSTRUCTION
DIVISION

RECEIVED
SEP 30 1965
STATE HIGHWAY COMMISSION

RECEIVED
SEP 28 1965

BP 6470-734

FOR FILING
3-1112
6546

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 23, 1965

To: MEMO TO THE FILES

SUBJECT: Bill for Water Line Relocation
City of Sandy
Duncan Road-Sandy Section
Mt. Hood Highway - Clackamas County
Contract No. 6546

Mr. Jess Jones, Willard Scofield, Jack Hesla and the undersigned attended a meeting of the City Council of the City of Sandy on the evening of September 7, 1965, at which we reviewed and discussed the proposed bill in the amount of $39,818.50 the City intends to present to the State for the relocation of their water main on Main Street which conflicted with this project. In addition to the City Council, Mrs. Ruth Loundtree, City Recorder, Mr. Paul R. Biggs, City Attorney, and Mr. M. G. Boatwright, Consulting Engineer, were also present. Included in this bill were many items which were not eligible for reimbursement because they included a betterment to the City's water system. There were also some duplications, since the City had included labor costs, equipment costs, cost of materials, as well as an approved reimbursement per lineal foot for 2-inch pipe. (In my letter of May 17, 1965 we approved the City's estimated cost of reconstruction of the 2-inch water main to be $2.40 per lin. ft. This method of payment was devised because the City had intended to install a 6-inch main in place of the old 2-inch main).

NOTED
E. B. KLABOE

We pointed out the various shortcomings we could determine from a cursory inspection of the bill and became involved in a long discussion about the amount of betterment resulting to the City's water system as a result of installing new cast iron 6-inch pipe for the old depreciated 4-inch and 6-inch pipe.

It was finally agreed the City was entitled to the value equivalent to 10 per cent of the cost of new 4-inch and 6-inch steel pipe, based on the original length and size of pipe before construction. It was also agreed that Mr. Boatwright will investigate and prepare a statement in which he will include this lineal foot price. His off-hand estimate of cost for 4-inch pipe was $0.90/ft. and $1.35/ft. for 6-inch. The City installed 3,973 lin. ft. of new 6-inch main. They will be paid at the rate of 10 per cent of the cost of new steel pipe covering the original length

of 1,940 ft. of 4-inch and 1,900 ft. of 6-inch pipe. It was further agreed the City would be paid $1.85 per lin. ft. for the installation of the 3,973 lin. ft. of 6-inch main as estimated and presented to us in Mr. Boatwright's letter to the undersigned dated April 5, 1965. As previously noted, in the undersigned's letter dated May 17, 1965 to Mr. Boatwright, we agreed to pay the City $2.40 per lin. ft. for the installation of the 2-inch water main. The length to be paid will be 945 feet. We also agreed to pay $25.00 each for 56 service relocations off the 6-inch main and for 18 services off the 2-inch main.

The City hired an additional crew as requested by the undersigned's letter of June 14, 1965, and also worked overtime to complete their relocation to be out of the contractor's way. My letter stated we would pay the City for their actual cost for the relocation of service connections and any other work our Engineer authorized subsequent to June 4, 1965. Mr. Boatwright is determining the additional cost the City incurred after June 4, 1965 as a result of the additional help hired and the overtime worked. The additional help and overtime were used to replace the existing 2,100 ft. of 2-inch pipe west of Bluff Road, 945 ft. of which are reimbursable. They were also used to adjust 25 of the 56 service connections off the 6-inch main and to adjust all 18 service connections off the 2-inch main. Mr. Boatwright indicated he thought the additional cost to the City would be approximately 18¢ per lin. ft. of pipe. However, since 43 service connections are involved, a higher rate than $25.00 for each of these adjustments may be in order. The 18¢ per foot will apply only to the 945 feet of 2-inch pipe.

To summarize, the State will then pay the following for the relocation of water main facilities in the City of Sandy:

3,973 lin. ft. @ $ 1.85 per ft. =	$ 7,350.05		(Labor for installation of 6-inch main)
1,940 lin. ft. @ $ 0.09 per ft. =	$ 174.60	4" pipe	(Value of new pipe less credit for
1,900 lin. ft. @ $0.135 per ft. =	$ 256.50	6" pipe	extended service life)
945 lin. ft. @ $ 2.40 per ft. =	$ 2,268.00		(Labor and materials for 2-inch water main, all adjusted after 6-4-65)
56 services @ $25.00 each =	$ 1,400.00		(Services off 6-inch line, 25 adjusted after 6-4-65)
18 services @ $25.00 each =	$ 450.00		(Services off 2-inch line, all adjusted after 6-4-65)
945 lin. ft. @ $ 0.18 per ft. =	$ 170.10		(Cost of overtime for 2-inch water mai
Estimated total bill for Water Main Relocation	$12,069.~~70~~ 25		

In addition, we agreed to pay the City's actual cost for their work required to repair breakage by the contractor to water facilities not shown on the plans, and unknown to anyone until their breakage. This will amount to $192.46. This totals ~~$12,262.16~~ $12,261.71 for which the State is responsible.

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: Boatwright Engineering
2613 - 12th Street, S.E.
Salem, Oregon
ATTENTION: Mr. M. G. Boatwright

F. B. Klaboe
L. H. Young
C. H. Maison
L. W. Rulien
W. J. Scofield
Jack Hesla

RECEIVED
SEP 24 1965
OFFICE OF
STATE ... ENGINEER

RECEIVED
AUG 6 - 1965
FOR FILING

3-1112

6546

August 6, 1965

Mrs. Mable Stafford
Post Office Box 22
Pescadero, California 94077

97

Re: Duncan Road-Imary
Contract No. 6546
Vicinity Station 783

Dear Mrs. Stafford:

We have investigated the several items arising from the current highway reconstruction in the vicinity of your property at 310 Main Street in Sandy about which you recently wrote to us.

The construction has, of necessity, caused some inconveniences to traffic, but actual closures of the traffic lanes have been only for a few hours at a time while pipe trenches were being dug.

The new highway grade at centerline in the vicinity of your property will be virtually the same as before. There will be catch inlets along the new south side curb in the close vicinity of Bruns (or Heinie) Street in each direction connected to the new underground storm sewer pipe which, we believe, will greatly improve the drainage of the area.

Since there was no sidewalk at your property previously, we are constructing only an earth walkway back of the new curb; however, because the floor level of your building is some two feet lower than the top of the curb, a concrete walkway and steps leading to your door from the curb have been built.

We see no reason why your access to the side street should be affected and the street will have a better intersection with Main Street.

As for the allegedly broken drain pipe from the basement of another nearby building, we can find no evidence or information on this, but our Resident Engineer in charge of this contract will check further. He is Mr. W. J. Benfield, Office Phone No. 654-7761 (Portland), and if you have any further questions concerning this work, he will be glad to discuss it with you. We understand you will be returning to Sandy soon.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Kleber
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. W. Rallison

JAB:bjm erb

1091

ble Stafford
Pondosa Calif
July 22.1965

REFERRED TO
Admin
BY SECRETARY

REFERRED TO
KLABOE
BY DEPUTY STATE HIGHWAY ENGINEER

State Highway Dert
Salem oregon
Dear Sir.

I own the little secon hand stora. on west burns and main. 310.west main in Sandy oregon.

I have been told that you are building a one way st. their.which i like very much. but what I don't like is that you are , damageing my business, for three weeks you have the road block so my customer can't get to my place of business,so my renter can't sell any thing so they can't pay the rent on the place,

That you are raising the st. you may not know it. but that a drean for main st. and that when you are finish . that the water when it rain will drown out my stora if not my dweling in the backto. and that I wonBT be able to get in and out of my dwelen house unless you build me a way to get on main st. from burns st.

I am writing to you to know what you are going to do about it. I have seen a foot of water runing down that st. and t at the house across the road has a drain from her basement on Burns st Close to the stora,and that the pipe are broken and if you fill them up you will flood her basement.

There is rogers that a side walk will be built in frount of the stora and if so. all the water will run in my building.

I don't want to cause you any trouble. but I must proect my building as well as my place of business.

Please look in this matter and avise me what youcaan do.

Thank You

Mrs Mable Stafford
Pondosa Calif.
Po.bx 22 960

Mable Stafford

RECEIVED
JUL 26 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20X—50M—1-65 SP*6416-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 28, 1965

To: Mr. L. W. Rulien
Division Engineer
O F F I C E

SUBJECT: Engineering Cost
Duncan Rd.-Sandy Section
Mt. Hood Highway
Contract 6546

Reference is made to Mr. Klaboe's letter of June 17 regarding engineering costs on the subject section.

On April 27th I reported in answer to Mr. Morgan's inquiry regarding the 12 to 1 ratio of engineering costs to cost of completed construction work. On this report I stated that with approximately $6,000 per month average engineering cost, the project would be completed well within the $49,174 authorized for engineering. The monthly average since then is approximately $5,000 per month. I feel even more confident now that the project will be completed with $5,000 - $10,000 surplus.

On June 30th, there will be approximately $24,500 posted, or 50% of amount authorized. If we could do all the planning and staking that this job has required since contracting in January, it is inconceivable to think that the remaining $24,500 will be used up in the two months remaining until completion date, September 1.

This is the project that I have felt obliged to bear down on in planning and staking since it has a completion date of September 1, 1965. The Powell-Duncan Section has July 1, 1966 completion date. The contractor is in fact "pushing" very hard to complete by September 1 but may not quite make it due to utility delays in Sandy. At this time, however, the utility moves are about completed and grading is well under way. I believe by August 1 the percentage of completed contract work will be well ahead of engineering expended.

In view of the shortage of experienced engineering personnel during the summer season, it seems to me it would have been poor management to delay necessary engineering work such as grade planning, slope staking, etc., simply to keep pace with the contract completion percentage. The slope staking and permanent right of way staking of this project has been done. The "day to day" staking requirement from here on (blue tops, rock grades, 10,000 feet of curb grades, etc.) will require a survey party almost continuously until completion. There is one inspector assigned to the project. The engineering personnel on this project has been and will be held to a bare minimum.

Summing up, this is my prediction of engineering costs to complete this project. I am also assuming the contract may not be completed until October 1 due to utility delays. The breakdown of maximum monthly engineering cost is expected to be:

5-Man Survey Party	$2700
Checker & Weighman (2)	800
Inspector	700
Res. Engr. (1/2 time)	500
Office Force	600
Total	$5300 (includes 20% "load")
± Est. for Lab Tests, Equipment, Progress Sampling, etc.	700
Total	$6000 monthly engr. charge

Three months at $6,000 per month equals $18,000 plus $24,500 charged to date makes a "final" cost of $42,500. I emphasize that the $6,000 average prediction is a maximum figure. Charges this month, June, are $4,900 for payroll. Regardless of the final outcome, my posting of engineering costs is honestly done--no juggling of charges to transfer costs to other projects. The project should final out with $5,000 - $10,000 under the authorization for engineering. If it does, it will be due to advance planning and use of available personnel prior to construction season. If this advance staking had not been done we would be hopelessly "buried" when this contractor gets into 100% production.

W. J. Scofield
Resident Engineer

WJS/lh

RECEIVED
MAY 25 1965
FOR FILING

3-1112

6246

NOTED
DON HARWELL

May 20, 1965

26

Mrs. Ruth Loundree
City Recorder
City Hall
Sandy, Oregon

Dear Mrs. Loundree:

Reference is made to recent correspondence between representatives of the City and the State Highway Department relative to revising the City's vacated portion of Main Street between Bluff Road and Proctor Avenue as required by the Dunsen Road-Sandy Section highway project.

Due to the uncertain and somewhat clouded status of the legal jurisdiction over this section of Main Street, it is suggested that the City request the Clackamas County Board of Commissioners to surrender jurisdiction in accordance with the provisions of ORS 373.270 (copy enclosed).

Upon completion of the procedures outlined in this statute jurisdiction will clearly rest with the City of Sandy and the State Highway Department can then reimburse the City for its water main relocation costs under the provisions of paragraph 5, THINGS TO BE DONE BY STATE, and paragraph 6, THINGS TO BE DONE BY CITY, of the agreement between City and State dated February 10, 1965.

If the above proposal is satisfactory, it is requested that the City institute procedures under ORS 373.270 immediately.

Very truly yours,

H. S. Cox
County and City Engineer

By

John F. Engemann

JFE:sm
Encl.

cc: Clackamas County Board of Commissioners
E. L. Porter
Fred Kinzoe
Ted Litchfield

RECEIVED
MAY 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

Note As per your assignment #26 to H.S Cox, attached data explanatory,

Don Harwell

Coop contract
2-10-65

THE CITY OF Sandy

INCORPORATED 1913

OFFICE OF
CITY RECORDER
RUTH LOUNDREE

Gateway to the Mount Hood Playground

SANDY, OREGON

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

REFERRED TO
Admin
BY DEPUTY STATE HIGHWAY ENGINEER

May 4, 1965

Oregon State Highway Commission
Salem, Oregon 97310

Dear Sirs:

The City Council has directed me to inquire if the sum of money due the city as re-imbursement for the relocation of city water pipe is available at this time. The city is not only pressed for finances but likewise pressed for time in relocating this water line because of the Contractor's request to immediately commence construction on Main Street in the City of Sandy.

At a meeting with the Contractor, he stated his contract called for completion by September 1965.

In order to not detain the contractor we must have your help in securing the sum of money above mentioned.

Very truly yours,
Ruth Loundree
Ruth Loundree,
City Recorder

RECEIVED
MAY 7 - 1965
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
MAY 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

COX

RECEIVED
MAY 17 1965
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 17, 1965

City of Sandy
City Hall
Sandy, Oregon

ATTENTION: Mr. M. G. Boatwright

Re: 2" Water Main Relocation
City of Sandy
Duncan Road-Sandy Section
Mt. Hood Highway - Clackamas County
Contract No. 6546 - State

Gentlemen:

Your estimated cost of $2.40 per lin. ft. for the relocation of the above-captioned water main, as submitted in your letter of May 12, 1965, has been approved by the State effective this date.

It is agreed the actual length of 2-inch water main in conflict will be determined in the field during construction. It is further agreed the State will reimburse the City $2.40 per lin. ft. for the total number of feet found to directly conflict with construction.

This money, we understand, will be applied toward the cost of installing a 6-inch main which will replace the 2-inch line through this area.

Reimbursement for work performed subsequent to May 17, 1965 will be made subject to the provisions of PPM 30-4 and all supplements thereto (a copy of which is hereto attached) upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
MAY 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:bjm

cc: F. B. Klaboe
L. H. Young
C. H. Maison
L. W. Rulien
W. J. Scofield
Jack Hesla

cc: Boatwright Engineering
2613 - 12th Street, S.E.
Salem, Oregon
ATTN: Mr. M. G. Boatwright

FORM B-80 5004 7-64 SP*6229-794

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
April 28, 1965

To:
Mr. F. D. Morgan
Construction Engineer
Salem

SUBJECT: Duncan Rd.-Sandy Section
Mt. Hood Highway
Contract No. 6546
Assign. No. 204-M
Ref. 19-FBK

In response to your letter of April 23 and Mr. Klaboe's letter of April 22, I submit the attached report on the engineering charges on the subject project.

It is true that the engineering costs at this time are way out of line with the construction, but the project is just getting started and a considerable amount of preliminary staking has been done which will reduce the staking required during the actual grading of the project. Because of the short time limit on this project, it was considered urgent that this staking be done as much ahead as possible. We do not feel that this project will be in any difficulty on engineering charges as it progresses to completion. We will, however, watch to see that the engineering costs come into line.

L. W. Rulien
Division Engineer

by

C. T. Keasey
Assistant Division Engineer

CTK:fb
Attach.
cc W. J. Scofield

CONSTRUCTION DIVISION
RECEIVED
APR 29 1965
NOTED-- CE ASE ACE COE

FORM S-20X—20M—7-64 SP°6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 27, 1965

To: Mr. L. W. Rulien
Division Engineer
O F F I C E

SUBJECT: Engineering Costs
Duncan Rd.-Sandy Section
Mt. Hood Highway
Contract 6546 Prefix 3-1112

Reference is made to Mr. Morgan's letter of April 23 requesting explanation of the disparity between engineering costs and construction costs on the subject project.

At the present time $14,500 or 29% has been expended of the $49,174 authorized for engineering. Approximately $16,000 of contract construction work has been completed. This is 2.5% of the total authorized for construction. This is a ratio of 12 to 1 but is not as bad as first appears. I certainly believe the project will be completed within the authorized engineering allowance.

Since the project was awarded in January 1965 there has been considerable grade planning in the office and field staking under supervision of Al Bates prior to March 1 and myself since then. Three thousand dollars was charged to engineering prior to March 1.

Since January the entire centerline including the couplet through Sandy was rerun. The original points were chiseled crosses in the concrete pavement that could not be found. We have our centerline points established by a powder-actuated stud gun. Also due to discrepancies in bench marks, new elevations were taken on the existing pavement and the finish grades adjusted. I have borrowed additional survey parties to stake drainage and set slope stakes on this and the Powell-Duncan Road project. I feel that it is imperative to complete all slope staking and drainage staking prior to the contractor's "move in" around June 1. The Duncan-Sandy project has a completion date of September 1, 1965 and will surely keep one survey party busy on "day to day" staking of completed work (blue tops, top of rock, etc.). There will be approximately 10,000 feet of curb grades to set also. I might also point out that all referencing and setting of right of way bars and posts have been generally completed. This work is normally done after completion of the project, but in rural projects I believe is more economically

done during the initial stage of the project.

I have a payroll of approximately $6,000 per month, with five months and $35,000 remaining to complete this project and prepare the semi-final estimate. I can see no reason to overrun the engineering authorization.

W. J. Scofield
Resident Engineer

WJS/lh

RECEIVED
APR 15 1965
FOR FILING

9-111a

16211a

477 Cottage Street, N.E.
Salem, Oregon - 97301

April 13, 1965

Mr. Everett Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

08-25.7

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project (F-156(17), Duncan Road-Sandy
File No. 34591, Oja
(Mr. Wright's March 23, 1965 letter)

Your appraiser, Mr. Jolma, estimated 1100 cubic yards of gravel would be needed to gravel a roadway and lumber storage area to replace the storage area being taken. His estimate of the cost of providing the gravel is $6,800, or approximately $6.18 per cubic yard. This seems to be an unusually high rate for gravel and we request that you again contact Mr. Jolma for his explanation as to why it should be so expensive.

In the computation of the value of the taking on page 2 of the appraisal, Mr. Jolma makes an allowance of $3.50 per cubic yard for approximately 423 cubic yards of gravel within the taking; total value $1,480. This appears to be dual compensation in that the gravel will be replaced in the cost to cure solution to problem.

When the requested information has been secured from Mr. Jolma we will appreciate receiving a copy in order that we may make a determination regarding Federal participation; however, in no event can Federal funds participate in the $1,480 dual payment.

REFERRED TO
Young
Date: 4-14-65 By:
For:
Due Date:

Orig to Wright
4-14-65
copy to Young
4-15-65

RECEIVED
APR 13 1965
FOR FILING

MISC. CONTRACTS and AGREEMENTS No. 2811

3 1112
1946

Salem, Oregon
March 19, 1965

Agenda Item 4-g

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer
County & City Div.

Cooperative Construction Agreement
Duncan Road-Sandy Section
Mt. Hood Highway No. 26
City of Sandy

Attached is a partially signed copy of a cooperative construction agreement with the City of Sandy covering the Duncan Road-Sandy Section of the Mt. Hood Highway #26 in the City of Sandy.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Sandy.

Secretary

rn
Attach: 1

RECEIVED
MAR 25 1965
FOR FILING

111

6516

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

March 8, 1965

Original signed by
A. W. Parsons
Div. Engineer

08-35.7

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-156(17)
Newberg Road - Sandy
Right-of-Way

Returned herewith are the approved right-of-way plans for the subject project. This office authorized the acquisition of right-of-way on July 7 and October 10, 1964. Federal participation is subject to the provisions of PPM 21-4.1, dated December 30, 1960.

In addition to the support given in Mr. Wright's letter of February 3 pertaining to the installation of a conveyor belt on File 34591, Ojs, approval of the plans and execution of the project agreement are with the understanding that the State will provide data for our review concerning the necessity to expend the sum of $6,000 to provide gravel for a substitute lumber storage area.

The project agreement will be forwarded for your review under separate cover.

APPROVED
LLOYD P. SHAW

Original To Young
with attach
3-25-65

RECEIVED
FEB 19 1965

6546

February 19, 1965

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the March 9 Commission meeting will be a cooperative construction agreement with the City of Sandy pertaining to the Duncan Road-Sandy Section of the Mt. Hood Highway No. 26 within the city.

This agreement provides for reconstruction by the State of Main Street as the eastbound leg of a one-way couplet within Sandy. The westbound leg of the couplet will be the existing Mt. Hood Highway (Proctor Avenue).

This is a standard agreement covering the construction, maintenance, utility adjustments, et cetera. Upon completion of the project, the City is to assume maintenance, jurisdiction, and control of those portions of right-of-way, including sidewalks, which are located outside the curb lines and within the limits of the project in Sandy.

Your approval is recommended and your authority requested for the Secretary's signature for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

DNH:mm fn
cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
H. S. Cox
A. E. Johnson
C. H. Malson

RECEIVED
APR 1-2 1965 -

FOR
11
6

February 9, 1965

Roy L. Heuck Sons' Corporation
P.O. Box 671
Salem, Oregon

AGENDA
MAR 1 1 1965

Gentlemen:

The State Highway Commission on January 27, 1965, accepted your proposal for grading and paving the Deneen Road-Sandy Section of the Mt. Hood Highway in Clackamas County for the sum of $603,717.60 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the job, which has been assigned Contract No. 6546.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc

cc Pacific Builder & Engineer, Inc.
Seattle, Washington

Daily Journal of Commerce
Seattle, Washington

Daily Journal of Commerce
Portland, Oregon

Frank Morgan
L.H. Young
R.G. Savage (SIAC)

ER

RECEIVED
MAR 15 1965
FOR FILING

3-1112
6546

MISC. CONTRACTS and AGREEMENTS No. 2794

Salem, Oregon
February 4, 1965

Agenda Item 4-f

Throughway Agreement
Powell Valley Rd.-Duncan Rd. Section
Mt. Hood Highway No. 26
Multnomah County

Mr. H. S. Cox
County & City Engineer
Building

Attention: Mr. Don Harwell
Office Engineer

Attached is a conformed copy of a throughway agreement with Multnomah County covering the Powell Valley Rd.-Duncan Rd. Section of the Mt. Hood Highway in Multnomah County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Multnomah County.

Secretary

rn
Attach: 1

RECEIVED
JAN 28 1965
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

January 20, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Signed by
M. E. Martin
By: Dist. Engineer

08-35.7

A. W. Parsons, Division Engineer
Salem, Oregon

M. E. Martin
Acting Division Engineer

Oregon Project F-156(17), Duncan Road-Sandy
Property Appraisal, File 34591, Oja

We note an appraisal by Mr. Laurence H. Johns has been selected as indicating the market value of the taking. His estimate is based upon the cost to cure the operational damage. Ordinarily this approach would not be acceptable unless it could be conclusively shown that the cost to cure was less than damages resulting from the taking; however, in sawmills the resulting damage is difficult of measurement and in this case, Mr. Johns does state they would be in the neighborhood of $35,000. This statement is not supported however.

We are willing to accept his appraisal as a basis for determining Federal participation, with the requirement that the file be documented with cost data relative to installation of the rubber conveyor belt together with a sketch depicting the revised operation. When the required data has been received we will appreciate receiving a copy for our review and inclusion in our files.

The file contains no material to indicate an appraisal fee estimate was secured from Mr. Johns prior to assignment of the appraisal. In the future we expect he will submit a fee estimate in accordance with the requirements of Instructional Memorandum 21-2-63, dated February 27, 1963.

NOTED
LLOYD P. SHAW

Orig. to Wright
1-21-65
Copy to Hewitt

RECEIVED
DEC 3 1964

FORM 8-1112

3-1112

6516

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
LLOYD P. SHAW

Salem, Oregon
December 10, 1964

To:
Mr. L. H. Young
Office Engineer

BUILDING

SUBJECT: Right of Way Status
January 12, 1965 Contract Letting
Powell Valley Road Section and Duncan Road-Sandy Sections
Mt. Hood Highway

Inasmuch as these projects are being constructed with State and Federal-Aid Secondary funds, we have made no statement in our main report required by the Bureau of Public Roads prior to advertising. For your information, some nine files are still outstanding on these two projects, and certain of the files have saleable improvements which have not yet come into our possession.

It is anticipated that there will be a delay, past the bid opening date in clearing the project and that it will be necessary to withhold the contractor from the areas occupied by improvements for some little time after the date of award.

It is my opinion that this will in no wise affect the progress of the work or influence the cost, since it is likely that no grading work can be performed in the area until the summer of 1965.

G. E. ROHDE
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:SM
cc: Lloyd P. Shaw
G. E. Rohde
C. H. Maison

RECEIVED
DEC 11 1964
DIRECTOR
STATE HIGHWAY ENGINEER

RECEIVED
OCT 16 1964

Salem, Oregon
October 15, 1964

Walter T. Wright
Right of Way Engineer

B U I L D I N G

Prefix 3-2512
Duncan Road-Sandy

As of October 12, 1964, we have authority from the Bureau of Public Roads to proceed with acquisition of right of way for the balance of the Duncan Road-Sandy Section of the Mt. Hood Highway from Station 765 to Station 805.

The portion of this project from Station 691 to Station 765 was approved on July 7, 1964.

L. E. Young
Office Engineer

RA:mb

RECEIVED
OCT 15 1964
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

October 12, 1964

08-35.3-BC

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Federal-aid Primary Program

Our July 7, 1964 memorandum approved the program and granted partial authorization to proceed with the right of way phase of the below shown project. Mr. Young's October 8, 1964 letter submitted the remaining documentation to complete the authorization.

Item	Project	Location	Work
444	F-136(17)	Beaver Rd.-Sandy Ave.	ROW

We hereby authorize you to proceed with the actual acquisition of right-of-way for the balance of this project effective this date. These authorizations are summarized below.

Authorization	XIC	IV	Date
Acquisition: Sta. 691 to 765	$75,000	$45,000	7/7/64
Acquisition: Sta. 765 to 805	24,000	36,000	10/12/64
Incidental costs: entire project	11,000	6,500	7/7/64
Relocation costs: entire project	4,500	2,500	7/7/64
Totals	$145,000	$111,000	

Original signed by
10-13-64

RECEIVED
LLOYD P. SHAW

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 1 Pages

RECEIVED OCT 20 1964 OR F Lin

Section DUNCAN ROAD - SANDY & SANDY Highway MT. HOOD (FA 26) County CLACKAMAS Prefix

Res. Engr. Approx. Length 2 Miles. Sta. 691+ to Sta. 806+ Date 9-17-64

Truck A.D.T. 473 Traffic Coefficient 9.7 18 kip s.a. per day 331.5.

Annual Precipitation 40± Frost Penetration .

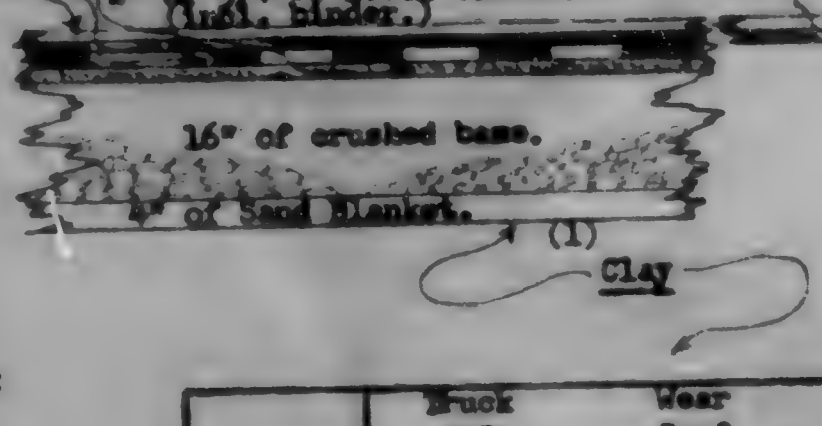
(1)

Typical Soil	
48	LL
24	PI
98	%P 10
83	%P200
2	%Gravel
3	%C Sand
12	%F Sand
29	%Silt
54	%Clay
7	"R" Value (Corrected)

AASHO CLASSIFICATION:
A-7-6 (16)

MATERIAL SOURCES:
To be determined by the Engineer.

NEW WORK



EXISTING ROADWAY

" min. A.C. overlay with an extra allowance for leveling

IN PLACE
Average 20' width
9-7-9 POC (Placed about 1930) (and 1931.)

	Truck ADT	Wear Surf	Level	Base	Sand Blanket		
OTHER ROADS	Fare Only	1½" AC	2"	4½"	4"	13½"	12"
	1 - 8	1½" AC	2"	9½"	4"	18½"	17"
	8 - 30	2" AC	2"	12"	4"	22"	20"
	30 - 90	3" AC	2"	15"	4"	25"	22"
	90 - 240	3½" AC	2"	15"	4"	28"	24½"

	CBR Total Req.	Credit	Actual Thick.	
NEW WORK				
		3	1½	AC-Fine
		7	3½	AC-Lean
		2	2	Level
		16	16	Cr Base
		4	4	Sand Blanket
	32	32	27	
OVER EXISTING ROADWAY				
	SEE SECTION			

9-17-64

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by E. J. [illegible] Staff Assistant

Recommended by L. W. Bivens Engineer of Materials

Recommended by [illegible] Construction Engineer

Approved by [illegible] Asst. State Highway Engineer

SECTION: DUNCAN ROAD - SANDY & SANDY

HIGHWAY: MT. HOOD (FA 24)

COUNTY: CLACKAMAS

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 6500 (Total)

B. Future ADT 12400 (Total)

C. Mean ADT 9450 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 10 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ 5% x (C) 9450 = 473

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 473 x (H) 100 % = 473

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.668

= 9.7

SECTION: DUNCAN ROAD - SANDY & SANDY

HIGHWAY: MT. HOOD (FA 24)

COUNTY: CLACKAMAS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: NONE MADE - SEE REMARKS

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. and PCC
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: No special problems
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration
13. Traffic Safety: No unusual problems
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

No cost comparison made as this will be widening from a present 2 lane facility to a 4-lane section. The existing PCC will be utilized with the addition of 3½" minimum A.C. overlay.

RECEIVED
JUL 20 1964
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

July 7, 1964

08-35.3-SC

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Federal-aid Primary Program

As requested in Mr. Young's July 2, 1964 letter we are herein approving the one Stage 2 right-of-way project addition to the captioned program detailed as follows:

Item	Project	Location	ROW Authorization
444	F-136(17)	Duncan Rd.-Sandy Section	July 7, 1964 - partial (see below)

Authorization to proceed with actual acquisition is granted effective July 7, 1964 for the westerly portion between stations 691+00 and 765+00 only. Authorization for incidental costs and relocation assistance costs are granted effective also July 7, 1964 for the entire project. These costs are defined as follows:

Authorization	TEC	FF
Acquisition, Sta. 691 to 765	$ 73,000	$ 45,000
Incidental costs, entire project	11,000	6,600
Relocation assistance, entire project	4,200	2,520
Total	$ 90,200	$ 54,120

This program approval provides for the right-of-way phase on 2.10 miles of roadway at a total estimated cost of $185,000, of which $111,000 is reserved on Federal-aid Primary funds. This action reduces your unprogrammed balance to $148,638.32 according to our records of this date.

original To Young
7-14-64

RECEIVED
JUL 20 1964
FOR FILING

July 2, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 College St. N. E.
Salem, Oregon

Dear Sir:

We are enclosing program data for one project, Item 444, for the Hunter Road-Sandy Section of the Mt. Hood Highway, Project No. S-156(17).

The item is for right of way purchase and we are submitting one copy of right of way map 08-Cl-15 which covers the western 1.3 miles portion of the project. The map for the remainder of the project is not complete and is not available for submission at this time. Accordingly, for the reason only incidental costs on this portion can be authorized at this time, please be advised this amount is $11,000. The total cost of the portion covered by right of way map 08-Cl-15 is $75,000.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[illegible]

[illegible]

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PRO

(PPM 21-T

	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		PRESENT	FUTURE (66)(70)	YEAR (71)(72)
CARD 2	1	US 26 1 mi. W of Sandy to Teneyck Rd. (Sandy)	**ADT**	4,500	9,000	80

	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(76)
CARD 3	Right of Way							

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Primary	
	NAME OF URBAN AREA 17-31	ROUTE NO. / FEDERAL-AID

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43)(46)	WORK STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST TOTAL ESTIMATED COST (59)(66)	ESTIMATED PROJECT COST FEDERAL FUNDS (67)(76)
1	(14-18)	(18)	(41)	(42)						
5					**PE**		US 26 1 mile W. of Sandy to Jct. Eagle Cr.-Sandy Hwy. and Teneyck Road in Sandy (Duncan Road-Sandy Section)			
5					**ROW**				185,000	111,000
5					**CONST** (CODE)				(800,000)	
								2.10	185,000	111,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23)(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

Sandy)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(68)		4,500 (66)	9,000 (70)	80 (71) (72)	08	Oregon	35 (2) (3)	012 (4) (9)	444 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	F- 14 23	156(17) 7 13		(24) (26)	27

COUNTY NAME: Clackamas — CODE: 005 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. — FEDERAL-AID: 24 (32) — STATE: (36) (37) — U.S.: 26 (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			ROW purchase, incl. preliminary work and assist. to displaced persons. (Future gr., dr., four 12' lanes high-type pave., 10' shoulders, 16' median and one-way couplet through Sandy, each with two 12' lanes.) ROW - 200' normal; access control - partial; parking restrictions - none.
	185,000	111,000	75,000		
	(800,000)				
2.10	185,000	111,000	75,000		
(16)	(23) (24)	(33)			

REMARKS

Assistance to displaced persons -
4 families - $700
3 businesses - $3,500

USCOMM DUSCOMM-DC 48905-P61

DUNCAN ROAD-SANDY SECTION

Project No. F-156(17)

Existing Facility

Roadway: The existing highway extends from Duncan Road, approximately one mile west of Sandy to Bluff Road in Sandy, thence along the Proctor St. to a junction with the Eagle Cr.-Sandy Highway, FAS Route 141. The length within Sandy is approximately one mile. The existing improvement consists of two 10' lanes high-type pavement with 3' shoulders, constructed in 1932.

Structures: None

Adjacent Sections

West End: Graded and drained on new alignment to provide with future high-type pavement, four 12' lanes high-type pavement with 10' R. and 6' L. Shoulders and 16' to 36' median.

East End: Four 12' lanes high-type pavement with 8' shoulders and 4' median, constructed under Project F-156(6).

Project Data

Right of way purchase inclusive of incidental costs and assistance to displaced persons. Future four 12' lanes high-type pavement with 10' shoulders and 16' median except on the section through Sandy where a one-way couplet will be provided utilizing the present traveled route on Proctor Street for westbound traffic and Main Street for eastbound.

System Action, Railroads, Airports, Water Development - none involved.

Public Hearing - required but waived by City of Sandy.

RECEIVED
MAY 19 1964
FOR FILING

May 4, 1964

Hon. Mike P. Paluck
Mayor
City of Sandy
Sandy, Oregon

Dear Mayor Paluck:

The State Highway Commission at its meeting on April 23, 1964, adopted a survey concerning improvement on the Duncan Road-Sandy Section of the Mt. Hood Highway.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 282" adopting the survey.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf
Attachment

cc: Board of County Commissioners
Clackamas County
Courthouse
Oregon City, Oregon

Mr. Avery

NOA - April 23, 1964 Commission Meeting

Oregon State Highway Commission

Gentlemen:

The survey has been completed on the Duncan Road-Sandy Section of the Mt. Hood Highway. This will close the gap on four laning this highway from immediately east of Gresham to Alder Creek. The length of this section is 2.11 miles. There is attached a map for your information.

A public hearing for the City of Sandy was waived. Construction is estimated to cost $750,000 and right-of-way approximately $100,000.

I recommend that you approve the survey and authorize the acquisition of the necessary right-of-way.

Vty,

DJB:ra ms

Survey adopted
July 28, 1961

BEGINNING OF SURVEY
STA. 693+00

To Gresham

Existing Highway

Relocated Highway

DUNCAN RD.

City Limits

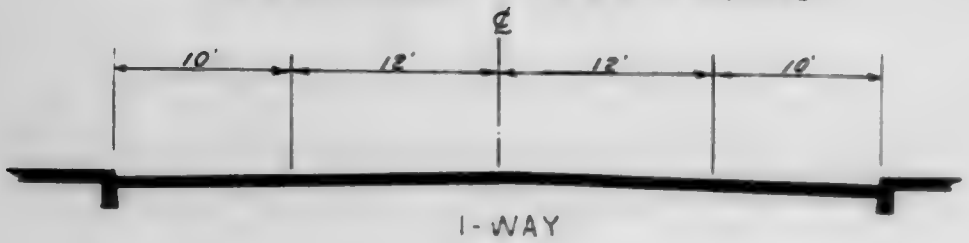
11

14

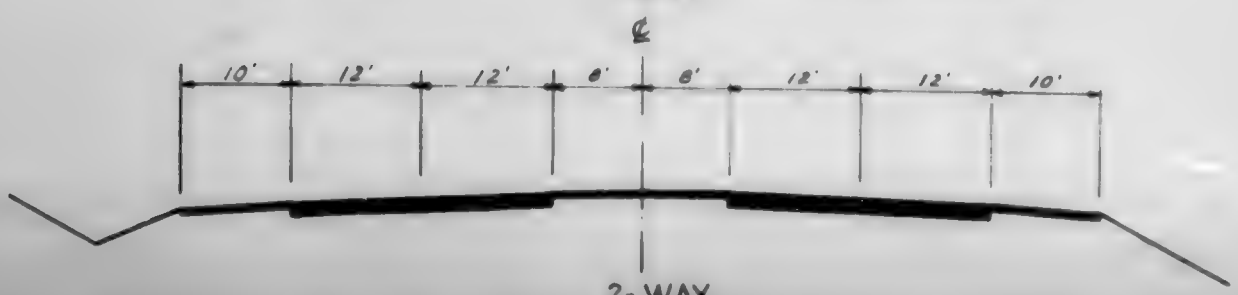
10

15

TYPICAL SECTIONS



1-WAY



2-WAY

PUBLIC HEARING

SYSTEM ACTION

COUNTY ..

STATE HIGHW

BUREAU OF PI

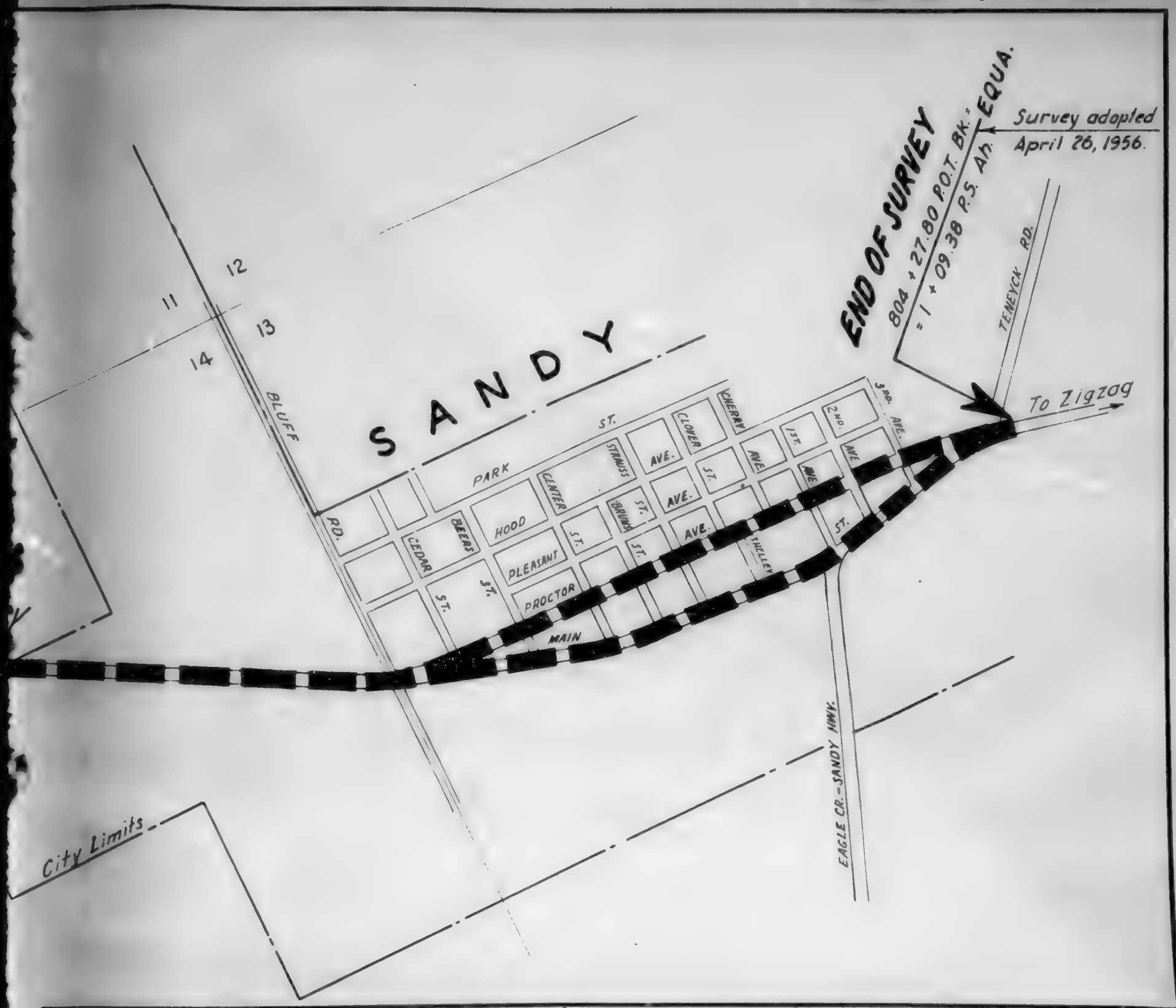
THROUGHWAY RESOLUT

ACCESS CONTROL ..

APPROVED: APR

2.11 Mi.

DRG. NO. 1R-4-30



PUBLIC HEARING Waived

SYSTEM ACTION

COUNTY None Required

STATE HIGHWAY COMMISSION None Required

BUREAU OF PUBLIC ROADS

THROUGHWAY RESOLUTION ADOPTED November 3, 1948

ACCESS CONTROL Limited

APPROVED: APR 22 1964, 19

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

DUNCAN ROAD - SANDY SECTION

MT. HOOD HIGHWAY

CLACKAMAS COUNTY

DRG. NO. 1R-4-30

SCALE: 1" = 800'

DATE: April, 1964

FOR DETAILS SEE DRG. NO.

RECEIVED
APR 24 1964
FOR FILING

NOA - April 23, 1964 Commission Meeting

Oregon State Highway Commission

Gentlemen:

The survey has been completed on the Duncan Road-Sandy Section of the Mt. Hood Highway. This will close the gap on four laning this highway from immediately east of Gresham to Alder Creek. The length of this section is 2.11 miles. There is attached a map for your information.

A public hearing for the City of Sandy was waived. Construction is estimated to cost $750,000 and right-of-way approximately $100,000.

I recommend that you approve the survey and authorize the acquisition of the necessary right-of-way.

Vty,

DJB:ra ms
4-24-64
Copy of letter and map to:
Floyd Query
Lloyd F. Shaw
Victor D. Wolfe
F. D. Morgan
C. H. Maison
W. T. Wright

not retyped for Commission meeting. (ma)

ER-103(2) Reconst. Dodge Br. over Rogue River, Sams Valley Hwy. 1965

#6547

RECEIVED
OCT 18 1968

NOTED
R. L. PORTER

ER-10.2.3)
6547

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 29, 1967

SUBJECT: Dodge Bridge Reconstruction
Contract No. 6547

To: Mr. R. L. Porter
Deputy State Highway Engineer

B u i l d i n g

As you may or may not know, Stack Construction Company, Inc., our prime contractor under the above contract, has brought suit against its subcontractor Sowa & Sons Corporation in Jackson County, Oregon. It appears that in finalizing the contract we penalized Stack Construction for failing to complete the job on time. Stack accepted the penalty and is now apparently attempting to recover the penalty from its subcontractor, based on the grounds that the subcontractor failed to furnish material needed in time to complete the contract.

Please find attached hereto a copy of my letter to Stack Construction with respect to Miss Zorn's examination of our bridge files under the above-mentioned contract.

Apparently Miss Zorn visited the Bridge Division without consulting any one in the Legal Division and was permitted to fully examine all of their files on the above contract. During her visit she requested Xerox copies of many of the letters in the file, some of which were between our own personnel and either the division or the Salem office, as well as other materials. The Bridge Division, however, did request Legal's permission to deliver the copies which she requested and which they had prepared.

It became necessary for the undersigned to advise Miss Zorn that notwithstanding the public records act, we could not voluntarily release to her copies of either inter-department or other letters and materials involved in these files. She was further advised, however, that if the lawsuit progressed to trial, we would not contest a subpoena for the records which she had examined.

In view of the fact that Miss Zorn had examined our

files, I thought it only fair to notify the prime contractor and offer him the same opportunity.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks
attachment

cc: Tom Edwards
Ivan Merchant
G. E. Rohde

RECEIVED
JUL 3 1967
FOR FILING

GLENN L. JACKSON, CHAIRMAN
Medford
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland
EP-103(2)
6547

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 29, 1967

Stack Construction Company, Inc.
P. O. Box 730
Grants Pass, Oregon

Re: Dodge Bridge Reconstruction
Contract No. 6547

Dear Sirs:

This is to advise that on June 14, 1967, under the public records statute, Miss Catherine Zorn, attorney who represents Sowa & Sons Corporation, reviewed our bridge construction files involving the above contract.

Miss Zorn was not permitted to remove any of the files nor to make copies of any of the correspondence or other materials therein.

This letter is merely to advise you that Miss Zorn did examine the files so that you will be apprised of this fact. In the event you wish to do so you will be given the same opportunity as was afforded Miss Zorn.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

FRANK C. McKINNEY
Assistant Counsel

MOVED
TOM EDWARDS

FCMcK:ks

cc: R. L. Porter
Tom Edwards
Ivan Merchant
G. E. Rohde

RECEIVED
JUN 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

EP-103(2)

6547

BERNARD F. BEDNARZ
ATTORNEY AT LAW
209 SALEM FEDERAL BLDG.
380 STATE STREET
SALEM, OREGON 97301
PH. 363-6141

February 10, 1967

State of Oregon
State Highway Department
Highway Building
Salem, Oregon

Attention: Mr. Query

Dear Mr. Query:

Enclosed is my affidavit which you requested before my acquisition of the Stach Construction Co., contract on the Dodge Bridge.

With best regards,

6547

Ronald D. Gregory
Attorney at Law

RDG:ca
Enclosure - affidavit

TED
FLOYD QUERY

RECEIVED
FEB 14 1967
OREGON
STATE HIGHWAY COMMISSION

AFFIDAVIT

I, RONALD D. GREGORY, being first duly sworn, depose and say that I am one of the attorneys representing Sowa & Sons, Inc., in an action at law by Stach Construction Co., Inc., vs. Sowa & Sons, Inc., both of which are Oregon corporations. That because of such litigation, the Defendant, Sowa & Sons, Inc., being a sub-contractor pursuant to the prime contract entered into by Stach Construction Co., Inc., with the State of Oregon, it is desirable that said Defendant have available a copy of the prime contract between said parties, and which contract may be of assistance in our defense to the said litigation.

Ronald G.

Subscribed and sworn to before me this 10 day of February, 1967.

Doris M. Chandler

Notary Public for Oregon
My Commission Expires: 7/1/70

RECEIVED
FEB 14 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 12 1966
FOR FILING

EA-10-2(2)

6547

August 11, 1966

St. Paul Fire & Marine Insurance Company
Pacific Department
200 Mills Building
San Francisco 6, California

Gentlemen:

A post-final payment for $3,774 will be made to Stach Construction Company on Contract No. 6547 for construction of the Dodge Bridge on the Rame Valley Highway in Jackson County, as soon as the warrant is prepared.

The total amount paid on this contract will be $183,100.44 including the post-final payment. Of the total $913 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Oakridge Insurance Agency
Star Route, Box 215
Oakridge, Oregon

Stach Construction Company
P. O. Box 730
Grants Pass, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
AUG 5 - 1966
FOR FILING

August 4, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 4, to settle the contractor's claim resulting from failure of the lifting beam on the Dodge Bridge Section of the Sams Valley Highway in Jackson County, Contract No. 6547 in connection with Federal-Aid Project No. BR-103(2).

This agreement is to settle the claim resulting from failure of the lifting beam. The 33' WF 130# beam specified for the lifting showed signs of distress in use, was repaired and continued in use until it failed. It was then replaced with a 36" WF 300# beam which accomplished the desired work of raising the R.C.D.G. Approach Spans. Settlement of approach spans was caused by the December, 1964 flood.

Copies of the Assistant Division Engineer's letter and the Contractor's letter with a cost summary are attached.

This agreement was recommended for approval by BPR Division Bridge Engineer November 10, 1965. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:cl

JUL 6 1966

FOR FILING

ER-103(2)

6211

July 5, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Federal-Aid Project Acceptance
Project No. ER-103(2)

Dear Sir:

This is to advise you that all work authorized under FAP No. ER-103(2), has been completed. The type and location of the work are as follows:

Formal Contract:

6547 Sams Valley Highway Dodge Bridge

State Highway Commission Acceptance Date: April 29, 1966

Attached are the necessary supporting data required by your office.

Your final acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: C. H Maison
E. S. Hunter
F D Morgan
I D Merchant
R N Chase

HR:kc

RECEIVED
MAY 3 - 1966
FOR FILING

ER-103(2)

6547

May 2, 1966

St. Paul Fire and Marine Insurance
Company
Pacific Department
200 Mills Building
San Francisco 4, California

Gentlemen:

Contract No. 6547 awarded to Stach Construction Company for the Dodge Bridge reconstruction on the Rogue Valley Highway in Jackson County was completed on October 6, 1965, and accepted by the Highway Commission on April 29, 1966.

Final payment in the amount of $4,900.84 will be released to the contractor after May 9, 1966. The total contract amount is $162,936.44 including $913.00 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Enc
cc Stach Construction Co.
P. O. Box 730
Grants Pass, Oregon

Oakridge Insurance Agency
Star Route, Box 215
Oakridge, Oregon

L. H. Young
C. H Maison
Attn: John Herr

RECEIVED
MAY 2 - 1966
FOR FILING
FF-10-2(4)
(647)

April 29, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed October 6, 1965, on Contract No. 6547. The contract was with Stach Construction Co., Inc. and was for the Dodge Bridge Reconstruction on the Sams Valley Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 29, 1966, and that you concur in this procedure at the Commission meeting on June 2.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
Ivan Merchant
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

RECEIVED
MAY 18 1966
FOR FILING
ER-10(3)
6941

April 25, 1966

Stach Construction Company
P.O. Box 730
Grants Pass, Oregon

Gentlemen:

The State Highway Commission at its meeting on April 21 considered your request for an extension of time on Contract No. 6547 for reconstruction of the Dodge Bridge on the Sams Valley Highway in Jackson County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to September 5, 1966, without assessment of liquidated damages.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc L. R. Chandler
Allen Harwood
L. H. Young
I. D. Merchant
C. H. Maleen
Bureau of Public Roads

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
FEB 16 1966
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6547 Br. Contractor Stach Const. Co.

Highway Sams Valley

Section Dodge Bridge

Kind of Work Bridge Reconstruction

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows;

Recommend the specified completion date be advanced to September 5, 1965, without assessment of liquidated damages and that contractor be assessed liquidated damages for remainder of time because of conditions beyond his control.

Recommended for Approval:

.....
Division Engineer

Ivan V. Muchant
.....
Construction Engineer or
Bridge Engineer

Asst.
.....
State Highway Engineer

Contract No.	6547 (Br.)
Project designation	ER-103 (2) State-Federal
Date awarded	2/17/65
Work started	2/22/65
Per cent completed	100% 10/6/65 Date
No. of Workdays Allowed	to 6/15/65
No. of Workdays Used	to 10/6/65
No. of Added Workdays Requested	to 10/6/65

ST**6200-734

E-280 (Rev.)—6M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Feb 3, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ Calendar Days from 6-15-65 ~~days~~ to 10-6-65 ~~days~~, within which to complete our Contract No. 6547, without the assessment of liquidated damages. The said contract is described as follows: Reconstruction of Dodge Bridge

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Rescheduling by the State, failure of State furnished jacks, failure of State designed falsework, as per letter dated May 20,1965. Change in foundation design in pier #1 resulting from different foundation material than shown in plans, had to drive foundation piling. We were placed on step work order August 11, through September 22, while State forces completed their portion of the work so traffic could be put on structure. From Sept. 22, through Oct. 6, traffic was moving unimpeded on the structure and we were doing cleanup work which couldn't be done until States' work was completed.

Respectfully submitted,

Stach Construction Co Inc
Contractor

By Henry G. Stach President

CONSENT OF SURETY

Date February 2, 19 66

We, St. Paul Fire and Marine Insurance Company of St. Paul, Minnesota, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
OAKRIDGE INSURANCE AGENCY, INC.
Star Route Box 25
OAKRIDGE, OREGON 97463

(SEAL)

RECEIVED
APR 14 1966
FOR FILING

ER-103(2)
(4,4)

April 14, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 11
April 21, 1966 meeting

Gentlemen:

Stuch Construction Company, Inc., contractor for reconstruction of the Dodge Bridge over the Rogue River on the Rame Valley Highway, Jackson County, Contract No. 6547, has requested that the specified completion date of June 15, 1965, be advanced to the actual completion date of October 6, 1965, a total of 113 calendar days without assessment of liquidated damages.

The contractor bases his claim on inadequate State-furnished jacks; inadequacy of State-designed falsework; changes in footing design of Pier 1; and rescheduling by the State of part of the work which resulted in a shutdown on the contractor's part during the straightening of some of the steel members by another party.

Careful analysis of the claim indicates that the contractor is entitled to 82 additional calendar days, which will advance the completion date to September 5, 1965. This will leave an assessment of 31 days at $200 per day, or $6,200. I recommend that the completion date for this contract be extended to September 5, 1965, and this has the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
Victor D. Wolfe
I. D. Merchant
L. H. Young
C. H. Maison
L. R. Chandler

CAG:jf RLP:ms fn

Enc.

RECEIVED
MAR 31 1966
FOR [illegible]

Form CB-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FOR 103(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
6547

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 28, 1966

In reply refer to: 08-35-DB

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-103(2)
Dodge Bridge Reconstruction
Request for extension of contract time

Mr Edward's letter of March 9, 1966, indicates a request by the contractor for an extension of contract time in the amount of 113 calendar days on the subject project.

This office concurs in the proposed recommendation of an 82-day extension based on the reasons outlined in Mr. Edward's letter.

Copy to Merchant
3-31-66

SERVICE NOT RENDERED

RECEIVED
MAR 29 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 10 1966
FOR FILING
EN-103(2)
6547

March 9, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Dodge Bridge Reconstruction
Contract No. 6547
FAP No. EN-103(2)

Dear Sir:

Stach Construction Company, Inc., has requested that the specified completion date of June 15, 1965 be advanced to the actual completion date of October 6, 1965, a total of 113 calendar days, without assessment of liquidated damages.

The contractor's request lists rescheduling of a part of the work by the State, failure of State-furnished jacks, failure of State-designed falsework, change in footing design of Pier 1, and a stop-work order as the reasons for his failure to complete the work within the time specified.

My investigation into the request indicates that the contractor is entitled to six additional calendar days because of rescheduling a part of the work, no additional days for failure of State-furnished jacks, 12 additional calendar days for failure of State-designed falsework, eight additional calendar days for change in footing design and 56 additional calendar days because of the stop-work order.

These additional days total 82 calendar days which advances the specified completion date to September 5, 1965. With your concurrence I propose to recommend to the Highway Commission that the contractor be granted

an extension of time to September 5, 1965 without assessment of liquidated damages and that he be assessed liquidated damages for the remainder of the time. This amounts to an assessment of 31 days at $200 per day, or $6,200.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant

CAG:jf jwa

RECEIVED
DEC 22 1965

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

EA - ...-1(2)

6547

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 6, 1965, on Contract No. 6547, Dodge Bridge Section, in Jackson County, in connection with Federal-Aid Project No. ER-103(2).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Date: December 7, 1965

Bureau of Public Roads
Oreg. Div. Office Endorsement

Conditions noted on above date:

None noted on contract No. 6547

RWP

RECEIVED
DEC 21 1965
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

ME Martin

BY: M. E. Martin, District Engineer

REFERRED TO

Young

By Asst. State Hwy. Engr.

12-21-65

RECEIVED
OCT 4 - 1965

Form S-238—881

STATE COPY
OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 8 1965 GI-P
U.S. Bureau of Public Roads

Project Name Dodge Bridge Date Sept. 3, 1965

Highway Sams Valley Contract No. 6547

County Jackson Prefix 115-1019

Contractor Stach Construction Co. F. A. Project No. ER-103(2)

Address P. O. Box 730, Grants Pass, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove steel falsework piles, Piers 1 & 2

Maximum equipment rental rate allowable as per State - AGC agreement

Contractor's allowance as per contract

Location by station numbers:

Piers 1 and 2

Estimate of quantities and cost:

Labor	$ 200
Equipment Rental	400
	$ 600
Contr. Allow.	90
Total	$ 690

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Steel falsework piling was driven on a price agreement to support the steel truss during straightening. Piles were driven out in the river so will have to be removed. Contractor will have a crane and pile extractor on the job to remove cofferdam and at that time could remove (OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 239,529.38
Present estimate of project cost, including $ 690.00 for work under this order	$ 228,588.00
Expected under-run / ~~over-run~~ amount	$ 10,941.38
Expected under-run / ~~over-run~~ per cent	4.3%

Space to right of this line is for use of Salem Office

Submitted by: /s/ A. C. Harwood, Resident Engineer

Approval Recommended: /s/ Ivan D. Merchant, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved /s/ L. H. Young, ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer~~ or Office Engineer.

State Printing

falsework piles. Som excavation will be required to uncover several of the piles.

Piling driven under PA furnished the job from State stock without charge — Will be returned to State stock.

RECEIVED
SEP 15 1965
OREGON DIVISION

RECEIVED
SEP 22 1965
OREGON DIVISION

RECEIVED
OCT 1 1965
OFFICE OF

Form A-106—SM

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 15 1965 [illegible]
Title Dist. Engineer
U.S. Bureau of Public Roads

Order No. 1

Project Name Dodge Bridge Reconst. Date July 11, 1965, 19

Highway Sams Valley Contract No. 6547 F. A. Project No. ER-103(2)

County Jackson Prefix 115-1019 Account No. 269

Description of Work To Be Done:

Construct and remove false bents to support span 3 while truss members are being straightened.

Location by Station Numbers:

Sta. 734 to 737

Estimate of Quantities and Costs:

Labor	$1,000
Materials	2,600
Equipment	400
	$4,000

Explanation: During the straightening of the truss, it will be necessary to relieve the end posts of the Dead load. Steel piles are to be driven under the L1 points by the contractor. This order is to cover caping the piles and constructing the bents to support the truss. This work is to be performed by State Forces because it cannot be performed until the contract work is completed and it would not be practical to extend the contract for this work. This work was anticipated and funds were provided in the orig.authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 239,529.38
Present estimate of project cost, including $ 4,000 for work under this order	$ 214,398.00
Expected under-run ~~over-run~~ (amount)	$ 25,131.38
Expected under-run ~~over-run~~ (per cent)	10.4%

Space to right of this line is for use of Salem Office

Submitted by: /s/Allan C. Harwood, Resident Engineer

Approval Recommended: /s/ Ivan V. Merchant, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

U.S. Bureau of Public Roads

Order No. 2

Project Name Dodge Bridge Reconst. Date July 11, 1965, 19

Highway Sams Valley Contract No. 6547 F. A. Project No. ER-103(2)

County Jackson Prefix 115-1019 Account No. 269

Description of Work To Be Done:

Repair pier 2 - Replace pedestals, seal cracks in columns and webwalls and patch spalled areas.

Location by Station Numbers:

Sta. 736+61

Estimate of Quantities and Costs:

Labor	$1,200
Materials	600
Equipment	200
	$2,000

Explanation: This order is to cover repair of pier 2 which was damaged when span 2 settled at pier 1. The damage was caused by the truss rotating as it shifted at pier 1. The work covered by this order is to be performed by State Forces because the contractor will have completed all his work and his time will be used up before this work can be started. This work was anticipated and funds were provided in the orig. authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 239,529.38
Present estimate of project cost, including $ 2,000 for work under this order	$ 216,398.00
Expected ~~over-run~~ under-run (amount)	$ 23,131.38
Expected ~~over-run~~ under-run (per cent)	9.5%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Allan C. Harwood, Resident Engineer

Approval Recommended: /s/ Ivan V. Merchant, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-106—5M

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL [illegible] 1965
[illegible] Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Dodge Bridge Reconst. Date July 11, 1965, 19

Highway Sams Valley Contract No. 6547 F. A. Project No. ER-103(2)

County Jackson Prefix 115-1019 Account No. 269

Description of Work To Be Done:

Repair truss span 3 - straighten and reinforce members damaged when pier 1 settled

Location by Station Numbers:

Sta. 734 to 737

Estimate of Quantities and Costs:

Labor	$6,000
Equipment	1,000
Materials	1,000
	$8,000

Explanation: Numberous members of the span 3 truss were damaged when pier 1 settled. The straightening of the damaged members is to be performed by State Forces and specialists in that field, because the contractor does not have the equipment nor the trained personnel for the work involved. Also, the contract work will have been completed and the time expired before the work can be started. This work was anticipated and was provided for in the orig. construction authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 239,529.38
Present estimate of project cost, including $ 8,000 for work under this order	$ 224,398.00
Expected under-run (amount)	$ 15,131.38
Expected under-run (per cent)	6.3%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Allan C. Harwood, Resident Engineer

Approval Recommended: /s/ Ivan V. Merchant, ~~Construction Engineer~~ or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, ~~Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-103—5M

APPROVED
Contingent upon modification of project [illegible] additional funds [illegible]
Date JUL 13 1965
Title [illegible]
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name Dodge Bridge Reconst. Date July 11, 1965, 19

Highway Sams Valley Contract No. 6547 F. A. Project No. ER-103(2)

County Jackson Prefix 115-1019 Account No. 269

Description of Work To Be Done:

Repair pavement at the ends of the structure.

Location by Station Numbers:

Sta. 733 to 738

Estimate of Quantities and Costs:

Labor	$300
Material	100
Equipment	100
	$500

Explanation: The permit the repositioning and repair of spans 1 & 2 and bent 1, and the construction of bent 4 it was necessary to remove a portion of the pavement at the ends of the structure. This work will have to be performed after all repair work is completed which will be after the contractor has moved off the job. Also the contractor is not equipped to perform this work; therefore it is to be done by State Forces. This work was anticipated and was provided for in the original contract authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 239,529.38
Present estimate of project cost, including $ 500 for work under this order	$ 224,898.00
Expected under-run ~~over-run~~ (amount)	$ 14,631.38
Expected under-run ~~over-run~~ (per cent)	6.0%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Allan C. Harwood, Resident Engineer

Approval Recommended: /s/ Ivan V. Merchant, ~~Construction Engineer~~ or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, ~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-103 -5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date [illegible]
Title Dist. Engineer
U.S. Bureau of Public Roads

Order No. 5

Project Name Dodge Bridge Reconst. Date July 11, 1965, 19

Highway Sams Valley Contract No. 6547 F. A. Project No. ER-103(2)

County Jackson Prefix 115-1019 Account No. 269

Description of Work To Be Done:

Repair bent 1

Location by Station Numbers:

Sta. 733+60

Estimate of Quantities and Costs:

Labor	$500
Materials	300
Equipment	200
	$1000

Explanation: When pier 1 settled, spans 1 and 2 rotated damaging bent 1 and 2. Bent 2 was replaced as part of the contract but the damage to bent 1 could not be determined until the spans were realigned so the repairs to bent 1 were not included in the contract. All work on the contract will have been completed before work covered by this order can be performed so it is to be performed by State forces. This work was anticipated and funds were provided in the orig. contract authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 239,529.38
Present estimate of project cost, including $ 1,000 for work under this order	$ 225,898.00
Expected under-run (amount)	$ 13,631.38
Expected under-run (per cent)	5.7%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Allan C. Harwood, Resident Engineer

Approval Recommended: /s/ Ivan V. Merchant, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quinder II, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, ~~Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-106—5M

STATE COPY

APPROVED
Conformity upon completion of project ... with Federal ...
Date 7-13-1965 ...
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 6

Project Name Dodge Bridge Reconst. Date July 11, 1965, 19

Highway Sams Valley Contract No. 6547 F. A. Project No. ER-103(2)

County Jackson Prefix 115-1019 Account No. 269

Description of Work To Be Done:

Repair Deck, curb and handrail span 3

Location by Station Numbers:

Sta. 734 to 737

Estimate of Quantities and Costs:

Labor	$1,200
Material	500
Equipment	300
	$2,000

Explanation: As pier 1 settled, span 3 was twisted resulting in damage to the deck curbs and rails. This work cannot be completed until the straightening of the truss is completed and all work on the contract will have been completed; therefore, the work covered by this order is to be performed by State Forces. This work was anticipated and was provided for in the original contract authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 239,529.38
Present estimate of project cost, including $ 2,000 for work under this order	$ 227,898.00
Expected under-run ~~over-run~~ (amount)	$ 11,631.38
Expected under-run ~~over-run~~ (per cent)	4.8%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Allan C. Harwood, Resident Engineer

Approval Recommended: /s/ Ivan V. Merchant, ~~Construction Engineer~~ or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, ~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
JUN 30 1965
FOR FILING
ER-10.3(2)
6547

June 29, 1965

Tony Miller Shale Co.
P. O. Box 217
Terrell, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of June 23, stating that Stack Construction Company owes you $90.50 for labor and equipment rental on the Hodge Bridge job. Also $2,484 for labor and equipment rental on the bridge project on the North Umpqua.

From the description given in your letter these claims appear to be in connection with the following contracts:

Contract No. 6547, Stack Construction Company for bridge reconstruction on the Hodge Bridge of the Sumz Valley Highway in Jackson County. Surety - St. Paul Fire and Marine Insurance Company. Agent - Coleridge Insurance Agency, Star Rt. Box 215, Coleridge, Oregon. This project is approximately 54% complete.

Contract No. 6560 Stack Construction Company for structure on the Brown Bridge of the Garden Valley Road FAS 630 in Douglas County. Surety - St. Paul Fire and Marine Insurance Company. Agent - Coleridge Insurance Agency, Star Rt. Box 215, Coleridge, Oregon. This project is approximately 45 complete.

NOTED ON CARD
G.C. 6-29-65

The performance bonds on each of these contracts is given to assure completion of the contracts and payment of all bills incurred in them. If you wish to protect your claims under the bonds, the claims should be filed with the Secretary of State within six months after the contracts have been accepted by the State Highway Commission.

Attached are excerpts from the Oregon Laws outlining the filing procedure. This information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ASC.

CMLigp

cc: St. Paul Fire and Marine Insurance Company
Coleridge Insurance Agency
Stock Construction Co.
Glenn L. Jackson
David B. Simpson

June 23, 1965

Forest Cooper
Oregon State Hwy Dept.
Salem, Oregon

Dear sir:
We have at present been unable to collect
$ 2574.50 from Henry Stack of Stack Construction Co.,
Box 130, Grants Pass, Oregon.
$ 90.50 of this was drive & truck & Loader w/operator
furnished on Dodge Bridge Job at Eagle Point, Oregon May 3.
The balance of $ 2484.00 was for work I did
on Bridge project on No. Umpqua. I furnished 3, 10 yd.
dump trucks w/ drivers + one HD7 Loader w/operator
(myself) from May 12 to 18 th, moving all this equipment
to Roseburg & furnished living quarters for my men
while there. All my expenses had to be met by myself already.
I am sure Mr. Stack has received an
advance from the Highway Dept. on these two Contracts.
If you will notify me who furnished the
performance bond on these 2 projects I will go
from there + try to collect. Can you tell me if the
Contracts are completed + if so, when?

Yours truly,
Anthony J. Miller
of Tony Miller Sale Co.
P.O. Box 217
Trail Oregon

Cc please handle
76

Dodge Br. # 6547 = 54%
Brown Br. # 6580 = 4%

NOTED
C. W. HEAD

RECEIVED
MAY 18 1965
FOR FILING

STATE COPY

Monetary transaction number: 5-178

Project report number: F 1-3(2) 1 (2) 65 47

FC [illegible] PR-2A (8-[illegible] 67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

5-10-65

State: Oregon

County: Jackson ~~Gillian~~ & Sherman

Project number: ER-103(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 11, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 234,206.00

Revised Federal funds $ 148,600.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10 day of May, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F B Klabre

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~EXX~~ A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
3-149		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
4	3-11-65	Jackson
		PROJECT NO.
		RR-103(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rt. 234, 1.5 mi. W. of J.C. FAS 269 (Dodge Bridge)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-2-65	0.080
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 234,206.00	$ 110,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Hugh L. Stow

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer March 11, 1965

Oregon State Highway Department

Federal-Aid
Project No. ER-103(2)

DODGE BRIDGE RECONSTRUCTION ON THE

SAMS VALLEY HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 1, 1965

Type Code X081
Dodge Bridge (#1245B)(Sta. 733+60 to Sta. 737+82.59)(Contract No. 6547)

Remove Old Bridge	All Required		$ 11,000.00
Support and Reposition Spans 1, 2 and 3	All Required		38,000.00
Remove Existing Cofferdam	All Required		6,000.00
Shoring, Cribbing, etc.	All Required		23,000.00
Structural Excavation	800 cu.yd.	$ 14.00	11,200.00
Structural Excavation Below Elevation Shown	80 cu.yd.	20.00	1,600.00
Furnish 10 BP 42 Steel Piling	225 lin.ft.	5.00	1,125.00
Drive Steel Piles	5 only	200.00	1,000.00
Splice Steel Piles	1 only	50.00	50.00
Class "A" Concrete (470 cu.yd. @ $90.00)	All Required		38,000.00
Class "B" Concrete	200 cu.yd.	35.00	7,000.00
60' to 65' Type 3 Prestressed Beams	8 only	1,400.00	11,200.00
Metal Reinforcement (83,600 lb. @ $0.15)	All Required		11,000.00
Metal Handrail	240 lin.ft.	8.00	1,920.00
Stone Riprap	5,000 ton	6.00	30,000.00
Special Backfill	240 cu.yd.	8.00	1,920.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	100 lin.ft.	4.00	400.00
			$194,415.00
Falsework Bents to Support Spans 2 and 3	All Required		$ 5,000.00
Repair Pier #2	All Required		2,000.00
Repair Truss Members	All Required		8,000.00
Pavement Repair	All Required		500.00
Repair Bent #1	All Required		1,000.00
Repair Deck, Curb and Handrail on Truss	All Required		2,000.00
			$ 18,500.00
	Subtotal		$212,915.00
	10% Engr. & Cont.		21,291.00
	Total		$234,206.00

Length of One Bridge - - - - - 0.080 Mile

Federal Funds -	$110,000.00*
State Funds -	124,206.00
	$234,206.00

*NOTE: If and when additional funds become available this amount will be modified to the full pro rata.

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. BI-103(2)

DOUGLAS BRIDGE RECONSTRUCTION ON THE

SAND VALLEY HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 1, 1965

Type Scale X=60'
Bridge Bridge (312.52) Sta. 732+60 to Sta. 737+62.52)

Remove Old Bridge	All Required			$ 10,000.00
Support and Reposition Spans 1, 2 & 3	All Required			45,000.00
Remove Existing Coffer-dam	All Required			3,000.00
Shoring, Cribbing, etc.	All Required			20,000.00
Structural Excavation	800 cu.yds.	$	15.00	12,000.00
Structural Excavation Below Elevation Shown	80 cu.yds.		25.00	2,000.00
Furnish 10 BP 42 Steel Piling	225 lin.ft.		5.50	1,237.50
Drive Steel Piles	5 only		100.00	500.00
Splice Steel Piles	1 only		50.00	50.00
Class "A" Concrete (470 cu.yds. @ $90.00)	All Required			42,300.00
Class "B" Concrete	200 cu.yds.		50.00	10,000.00
60' to 65' Type 3 Prestressed Beams	8 only		1,300.00	10,400.00
Metal Reinforcement (83,600 lbs. @ $0.15)	All Required			12,540.00
Metal Handrail	240 lin.ft.		8.00	1,920.00
Stone Riprap	5,000 tons		3.00	15,000.00
Special Backfill	240 cu.yds.		5.00	1,200.00
6-inch Metal Unperforated Drain Pipe, Type "A" Coating	100 lin.ft.		4.00	400.00
				$107,547.50
Falsework Bents to Support Spans #2&3	All Required			$ 5,000.00
Repair Pier #2	All Required			2,000.00
Repair Truss Members	All Required			8,000.00
Pavement Repair	All Required			500.00
Repair Deck #1	All Required			1,000.00
Repair Deck, Curb and Handrail on Truss	All Required			2,000.00
				$ 18,500.00
	Subtotal			$206,047.50
	10% Engr. & Cont.			20,604.50
	Total			$226,652.00

Length of one Bridge - - - - - - 0.020 Mile

Federal Funds - - - - - -

FORM E-123X 50M 3-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FA-1.3 (2)

6-47

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 3, 1965

Mr. A. M. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Parsons:

I have your letter of April 20 relative to the deficiencies which you have discovered in the manner in which Bureau of Public Roads approval is obtained in the revision of plans and specifications. My comments are as follows:

(1) As I understand the problem, this has to do with the width or thickness of expansion joint material in the structures on the last Marquam Interchange. You are assured that we will do everything possible to secure a meeting of minds in ample time that all bidders will be notified. However, on anything but very simple jobs, it seems that last-minute changes and alterations are inevitable. All I can offer is that we will strive to do the best job possible in light of keeping a program underway.

(2) This has to do with the John Day River Bridge. I fail to see the reason for your statement. I believe the record speaks for itself and nothing objective is gained by pursuing the matter further.

(3) This paragraph has to do with damage to the prestressed piles on the Pomeroy-Dayton contract in Asotin. A review of the matter fails to reveal any kind of controversy as far as this Department is concerned. It is my understanding that the contractor is experimenting with a rebuild procedure on a trial basis. It seems to me that he ought to be permitted to demonstrate this process and if it is not satisfactory, something will be required that will provide an ultimate solution. The reconstruction of the superstructure apparently was due to a breakdown in communication. However, I fail to see where any harm has resulted and before the work is accepted, it is the intention of this Department to have it

done in a manner that will have Bureau of Public Roads approval. If there is something about this that is out of order or if I do not fully understand the situation, I will welcome your further comments.

(4) I believe your comments on this point cut that regardless of what regulation is prepared or what specification is written, there are always things that develop which require the exercise of some judgment on the part of the responsible parties.

Discussions with the bridge engineer indicate that piling have been driven to a point bearing on solid rock and that possible objection could be raised to it being seven feet shy of the specified elevation is difficult to comprehend. It seems to me that this is nitpicking of a high order.

If there is anything about the above that I have misconstrued or upon which you wish to comment further, please feel free to do so.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Tom Edwards
Victor D. Wolfe

Form CD-121
(11-63)
(Prea. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 22, 1965

In reply refer to: 08-35.6/423.31

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Federal Aid Highway Program

The current large highway program with emphasis on early completion has placed a heavy burden on all of us. Although we wish to do everything possible to expedite the program we are concerned about certain inadequacies and deficiencies in the procedures being followed. The Federal-aid regulations require that all proposed work including design revisions and construction changes be properly authorized by the Bureau in order for such work to be eligible for Federal-aid funds.

In reviewing the procedures now in effect we find a deficiency in the manner in which our approval is obtained of revisions in plans and specifications. A recent example of this was on the East Marquam project. On April 9 you sent revised plans and Special Provisions to bidders. This office did not receive copies until April 13. Though many of the changes made resulted from our conditional approval of your last minute P.S. & E. submission or subsequent verbal discussions, as it turned out, this office objected to a few of the revisions therein. By the time necessary parties could get together to discuss this matter and come up with an acceptable solution, it was too late to get notification out to the bidders. The procedure should be revised to insure our review and approval of all revisions (verbal if necessary) prior to issuing the addendum letter to the bidders.

The unfortunate collapse of the John Day River Bridge involved a construction change which was not properly authorized by the Bureau. Apparently, your Department assumed that the change in that case did not require a price agreement or work order and therefore did not come under your normal procedure for submission and approval of such documents. Since the change was significant it should have been submitted for our approval. PPM 21-6.3, Item #18, sets forth the requirements for approval of changes and extra work. We realize that normal variations in footing elevations do not constitute a change in the plans and contract provisions; however, when the supporting material is significantly different from that shown or when a footing revision introduces a scour problem, the change should then be handled in accordance with the PPM.

As much as we may desire to assist you in the early restoration of flood damaged sections of the highway system, we are bound by law to adhere to the prescribed Federal-aid procedures in the programing and subsequent approval of P.S. & E. documents as well as in the construction phase on

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

emergency reconstruction projects. We understand the urgency under which your Department is compelled to act in restoring damaged traffic facilities. We do request your cooperation, however, in following the required procedures that will not only result in an orderly accounting record, but will assure your receipt of the maximum Federal funds participation possible in each instance.

The handling of the remedial work on the Astoria Bridge Viaduct after the February damage to several of the 48" piling is another instance where the procedure was not in accordance with our requirements. After the damage occurred, the contractor was permitted to proceed with reconstruction of the superstructure without the concurrence of this office and before we had agreed on the type of remedial work necessary to repair the piling. Unfortunately, the repair of these piling has now become a controversial matter.

During a recent inspection of the Dodge Bridge Reconstruction it was found that the steel piling at the east end bent were not driven in accordance with the specifications. The special provisions state that these piles (at Bent 4) shall be driven to at least elevation 1260 regardless of the bearing values obtained and that plugging, jetting or drilling would be permitted to obtain this penetration. The piling were accepted by your Department although the penetration was some 6 or 7' shy of the amount specified. This acceptance was without the prior approval of this office. As discussed in our subsequent monthly inspection report, the piling appeared to be entirely adequate and they were accepted by the Bureau under the circumstances. Several times the suggestion has been made verbally to members of your Department that this type of thing could be avoided by more careful and realistic wording of the specifications.

The above items involve some inadequacies in the procedures used on Federal-aid work. We request that you review the procedures in effect to insure better compliance with requirements and maximum Federal-aid participation.

Form BR-33A
(Rev. 5-60)

cc:OSHD(Klabco)
OSHD(Cryder)
Reg

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

Region No.	Report No.	County	State
8	2	Jackson	Oregon

Date of inspection	Inspection made by	Project No.
3-22-65	Roy Tokerud, Division Bridge Engr.	ER 103(2)

In company with

Quality of work	Progress of work	Time elapsed	Work completed	Est. compl. end of month
Satisfactory	Satisfactory	22 %	05 %	07 %

Remarks: (1) Completed work; (2) Work in progress; (3) Comments and recommendations

DODGE BRIDGE
SAND VALLEY HIGHWAY
Structure

The following contract information is reported herewith, since it was not available when the Initial Inspection Report was made:

Contractor:	Stach Construction Co., Inc. Box 730 Grants Pass, Oregon
Award date:	February 17, 1965
Contract amount:	$194,415.00
Time allowed:	June 15, 1965
Contract work started:	February 22, 1965

(1) East approach spans demolished except for parts of columns and footings.

Steel piling driven at End Bent 4.

Jacking tower foundation in place, within cofferdam at Pier 1.

Falsework bent in place at east end of Bent 2.

Jacking tower at Pier 1 -- 40% complete

(2) Excavating for falsework bent to be installed just west of Bent 2.

Erecting lifting tower at Pier 1

(3) Project posters are on the job but not yet posted. The Resident Engineer states they will be put up without further delay.

- more -

NOTED
JOM EDWARDS

EDITION OF 1-59 MAY BE USED

The steel piles at Bent 4 (east end bent) were driven to an average penetration of 37 feet below the cap. This is about 7 feet less penetration than called for in the specifications. The piles were driven with a D12 DelMag pile hammer. The Resident Engineer reports that the driving was extremely hard for about the last 15 feet of penetration. The contractor stayed on one pile as long as 3 hours with the blow count going as high or higher than 1000 blows per foot. The pile tips are 5 or 6 feet below the low point in the streambed. The piling as driven are completely adequate and getting them installed to the lower specified elevation would have accomplished no purpose. The State Bridge Engineer and the specification writers have been informed that pile penetration specifications should be written to permit some latitude in instances such as this. They have indicated that this will be done on future projects.

The size of timber posts for the lifting towers were measured and found to be 12" x 12", as specified on the plans. Material reports were reviewed and found to be satisfactory.

Inspection Report No. 1 commented about work in progress on an Equipment Rental basis. That work was temporary protective work and it was included under the general repair project No. ER 103(1). Only the permanent restoration work is included under the current subject project.

FORM E-123X BOM 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON
PORTLAND

FR-103(2)

6547

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 23, 1965

Mr. A. V. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Dodge Bridge
Contract No. 6547
Federal Aid Project No. FR-103(2)

Work was started on the above project on February 22, 1965.

Very truly yours,

Ivan D. Hazelhurst
Bridge Engineer

ma

cc: Mr. C. H. Haines
Mr. L. H. Young
Mr. D. B. Parlow
Mr. Floyd Query

TED
FLOYD QUERY

RECEIVED
MAR 12 1965
FOR FILING
[illegible]
517

March 12, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Re Dodge Br. Reconstruction
Project No. ER-103(2)

Dear Sir:

With funds released from the John Day River Bridge, Project No. ER-96(1), we wish to increase the federal share on this project by a modified project agreement from $110,000.00 to the full pro rata share of $148,600.00.

You may use this letter as our formal request for modification of project agreement and our estimate dated March 1, 1965 as the supporting information.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:cr

cc: C. H. Malson

RECEIVED
MAR 10 '65
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

March 2, 1965

08-33.2-BC

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project ER-103(2)
Dodge Bridge
Bridge Reconstruction

As requested in Mr. Young's letter of February 26, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of February 17, 1965 in the award of contract No. 6547 to Stach Construction Co., Inc. of Grants Pass, Oregon, low bidder in the amount of $194,415.00 at the February 16, 1965 bid opening.

Federal funds on this project are less than the full prorata share because the contract amount overran the approved estimate, therefore the Federal share may be subject to increase to the regular prorata when and if additional emergency funds become available. However, this action cannot serve as a commitment or obligation on the part of the United States to provide such additional funds.

Original To Young
3-10-65

NOTED
LLOYD F. SHAW

RECEIVED
FEB 26 1965

6547

February 26, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of February 17, 1965, is requested in the award of contract for the Dodge Bridge Reconstruction, Project No. FR-103(2).

The contractor receiving the award is Stash Construction Co., Inc. in the amount of $194,415.00 with the contract No. 6547 assigned. This bid was received on February 16, 1965 and awarded February 17, 1965.

All right of way or rights of entry have been acquired.

The low bidder completed the statement in our Proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DARier

RECEIVED
APR 12 1965
FOR FILING

February 17, 1965

Stach Construction Co., Inc.
P. O. Box 730
Grants Pass, Oregon

AGENDA
MAR 11 1965

Gentlemen:

The State Highway Commission today awarded you State Highway Contract No. 4547 for reconstruction of the Dodge Bridge over the Rogue River on the Sams Valley Highway in Jackson County.

This award was based on your bid of $194,415 which was the low bid submitted to the Commission on February 16, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc
Frank Morgan
L.H. Young
R.G. Savage (SIAC)
I.D. Merchant

ER

RECEIVED
FEB 8 - 1965
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

February 1, 1965

SS-35.3-22

A. M. Parsons, Division Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

by T. Dec, Engineering Coordinator

Oregon Emergency Program - Flood of December 1964

Mr. Young's January 25, 1965 letter submitted four projects for inclusion in the subject program with a stipulation that the below shown project be expedited. This project was submitted separately and our Washington office approved it (only), effective January 29, 1965:

Item	Project	Location	Work
19	ER-163(2)	Dodge Bridge	1 Str[illegible]e

This project will be governed by PPM 23-1.

The total estimated cost of this project is $175,000 of which $110,000 is reserved as Federal-aid emergency funds.

NOTED
LLOYD P. SHAW

Original To Young
2-4-65

Dodge Br.
ER-103(2)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PRO

(PPM 21-

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
FAS 269	ADT	500	950	84	08	Oregon	35	090	19

ROUTE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
				64-1		ER	-103(2)			

	COUNTY NAME	CODE	PROGRAM STAGE
y Relief	Jackson	029	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
	271	271	

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
. FAS						Permanent repairs of bridge, length 420'. (Constr.120' pre-stressed span, east end; reconstr. bents #2, 3, 4 and pier #1, realign structure and repair steel thru truss.)
	0.79	175,000	110,000	65,000		ROW-240', Access Control - None; Park.Restrictions - None.
OJECT TALS	0.79	175,000	110,000	65,000		

REMARKS

Additional data - see Item 139, Project S-52(4). This work occasioned by the December 1964 flood and will be done by contract.

USCOMM DUSCOMM-DC 48905-P61

DODGE BRIDGE

PROJECT NO. ER-103(2)

Existing Facility

One steel thru truss bridge consisting of 2-50' RCDG spans, one 200' steel thru truss, 2-50' RCDG spans, HC 26', constructed in 1953.

Adjacent Sections

Roadway: 20' bituminous surface with 2' shoulders.

Project Data

The proposed project is to repair the damage done to Dodge Bridge during the December 1964 flood. The work consists of replacing the two 50' east spans #4 and 5 with 120' prestressed span; replace bents #2 (west), #3 and #4 (east) and pier #1, realign spans #1 and #2 (west); riprap bents #2 and #3, piers #1 and #2 and east approach fill; realign steel thru truss.

Remarks

The Rogue River during the December 1964 flood severely damaged Dodge Bridge destroying the two 50' RCDG east spans, shifting the alignment of the remaining spans, damaging bents #2, 3, 4 and pier #1 making replacement necessary.

I-5-2(44) Canyon Cr. Pass-Azalea Sec., 1966
88 Pacific Hwy. (Grad., Pav.,
#6548 Struct. & Sign.) [redacted]

Monthly transaction number: 1-14	FORM R-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 14	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 1-13-69	County: Douglas
Modification number: 2		Project number: I-5-2(44)88

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 29, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,015,251	$ 2,020,261
Federal funds	$ 1,859,000.00	$ 1,859,776.39
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13 day of January, 19 69.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lahm

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By L. R. Backlund
(Division Engineer)
For R. E. Simpson

US COMM-DC 26364-P65

STATE COPY

Monthly transaction number: 1-103	PR-2A (Rev. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Douglas
Modification number: 1		Project number: I-5-2(44)88

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 29, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,953,000.00	$ 2,015,251.00
Federal funds	$ 1,801,600.00	$ 1,859,000.00
Other revisions		

This modification is made for the following reasons:

Revised estimate including approved Price Agreement and Extra Work Order.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23rd day of January, 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Administrative Mgr.
(Division Engineer)

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(44)63

CANYON CREEK PASS-ALSEA SECTION OF THE

PACIFIC HWY. IN DOUGLAS COUNTY

Revised project agreement estimate.

Salem, Oregon, January 9, 1967

Type Cole (203)
Roadway (Sta. in 441+40 to Sta. in 464+50)(Contract No. 6548)

Previous subtotal on estimate of March 3, 1965				$ 1,674,315.45
Additional Cost in Approved Change Orders				
P.A. No. 9 Slide Correction Excavation	100,303	cu.yd.	0.44	$ 44,133.32
P.A. No. 9 Slide Correction Haul	1,145	C-yd.sta.	0.40	458.00
ESD No. 8 Storm Damage Repair	All	Required		12,000.00
				$ 56,591.32
Subtotal				$ 1,730,906.77
10% Engr.&Cont.				173,093.23
Total				$ 1,903,997.00
Total Cost for Structure				$ 111,254.00

Length of Roadway	3.590 miles
Length of 1 Structure	0.000 miles
Cost of Roadway per Mile	$530,363.28

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,903,997.00	$1,756,400.00	$147,597.00
Structure	111,254.00	102,600.00	8,654.00
	$2,015,251.00	$1,859,000.00	$156,251.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

41 18R

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (Rev. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
4-10	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Douglas
PROJECT REPORT NO. 5		PROJECT NO. I-5-2(44)88

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Canyon Cr. Summit to Azalea

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-1-65	3.590
*OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,953,000.00	$ 1,801,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd N. Stone

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Manager
Date executed by Division Engineer March 29, 1965

Oregon State Highway Department

Federal Aid
Project No. I-5-2(44)88

CANYON CREEK PASS-AZALEA SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 3, 1965

Type Code 6201
Roadway (Sta. Ln 441+00 to Sta. Ln 104+50)(Contract No. 6548)

Clearing and Grubbing	All Required		$ 80,000.00
Ditch Excavation, Unclassified	6,250 cu.yds.	$ 1.50	9,375.00
General Excavation, Unclassified	885,300 cu.yds.	0.44	389,532.00
Embankment Foundation Excavation, Unclassified	11,200 cu.yds.	1.00	11,200.00
Overhaul	107,700 cu.yds.	0.40	43,080.00
Extra for Selected Subgrade Mat'l.	95,900 cu.yds.	0.20	19,180.00
Finishing Roadbed and Slopes	All Required		10,000.00
Rounding Cutbanks	2,800 lin.ft.	0.20	560.00
Trench Excavation	15,500 cu.yds.	3.00	46,500.00
Special Backfill in Drains	6,900 cu.yds.	9.00	62,100.00
Furnishing and Placing Topsoil	7,000 cu.yds.	2.50	17,500.00
Watering	2,800 M-gal.	3.00	8,400.00
Preparation of old roadbed	All Required		2,500.00
3/4"-0 Mat'l in Stone Leveling Course	8,100 ton	2.00	16,200.00
3/4"-0 Aggregate in Prime Coat	670 cu.yds.	4.00	2,680.00
MC-250 Asphalt in Prime Coat	104 ton	50.00	5,200.00
RS-1 Asphalt in Tack Coat	12 ton	75.00	900.00
Plant-mix Stone Base	116,400 ton	2.00	232,800.00
Bituminous Base Mixture	18,200 ton	4.00	72,800.00
Asphalt in Bituminous Base Mixture	820 ton	36.00	29,520.00
Class "B" Asphalt Concrete Mixture	38,200 ton	4.10	156,620.00
Asphalt Cement in Mixture	2,100 ton	36.00	75,600.00
Loose Riprap	340 cu.yds.	5.00	1,700.00
15-inch Culvert Pipe	370 lin.ft.	3.75	1,387.50
18-inch Culvert Pipe	3,820 lin.ft.	5.00	19,100.00
24-inch Culvert Pipe	1,230 lin.ft.	7.50	9,225.00
30-inch Culvert Pipe	950 lin.ft.	9.50	9,025.00
36-inch Culvert Pipe	1,580 lin.ft.	11.25	17,775.00
48-inch Culvert Pipe	530 lin.ft.	18.00	9,540.00
54-inch Culvert Pipe	1,350 lin.ft.	22.00	29,700.00
60-inch Culvert Pipe	130 lin.ft.	32.00	4,160.00
72-inch Culvert Pipe	220 lin.ft.	38.00	8,360.00

36-inch Arch Type Pipe	30 lin.ft.	$ 14.00	$ 420.00
6-inch Drain Pipe	16,400 lin.ft.	1.80	29,520.00
8-inch Drain Pipe	16,650 lin.ft.	2.30	38,295.00
12-inch Drain Pipe	8,400 lin.ft.	3.20	26,880.00
Salvaging and Re-laying Pipe	250 lin.ft.	10.00	2,500.00
Salvage End Sections	14 only	20.00	280.00
15-inch Culvert End Sections	2 only	30.00	60.00
30-inch Culvert End Sections	1 only	85.00	85.00
36-inch Culvert End Sections	7 only	125.00	875.00
Concrete Manholes	8 only	450.00	3,600.00
Concrete Inlets, Type D	5 only	200.00	1,000.00
Concrete Inlets, Type G-2M	42 only	160.00	6,720.00
Corr. Metal Catch Inlets, Type A Coating	6 only	65.00	390.00
Special Manhole, Station Lt 531+90	1 only	1,000.00	1,000.00
Special Manhole, Station Lt 541+05	1 only	2,000.00	2,000.00
Special Inlets	3 only	300.00	900.00
Diversion Boxes	1 only	200.00	200.00
Extra for Asphalt Concrete Approaches	14 only	30.00	420.00
Asphalt Concrete Curbs	10,300 lin.ft.	0.75	7,725.00
Asphalt Concrete Traffic Markers	200 lin.ft.	2.00	400.00
Guide Posts, Y-1	190 only	7.50	1,425.00
Guide Posts, Y-2	80 only	8.00	640.00
Guide Posts, Y-3	2 only	9.00	18.00
Guard Rail	27,000 lin.ft.	2.60	70,200.00
Type 2 Barricade	550 lin.ft.	2.75	1,512.50
Rail End Pieces	20 only	5.50	110.00
Guard Rail Blocks	2,100 only	1.20	2,520.00
Extra Guard Rail Posts	32 only	8.00	256.00
Salvaging Type 2 Barricade	270 lin.ft.	1.65	445.50
Guard Rail-Salvaged Type 2 Barricade	270 lin.ft.	1.65	445.50
Type 2 Fence	3,000 rod	9.00	27,000.00
20' Type 2 Double Gates	2 only	175.00	350.00
Roadside Seeding	64 acre	115.00	7,360.00
Roadside Mulching	64 acre	160.00	10,240.00
Grass Seed, Creeping Red Fescue	700 lbs.	1.70	1,190.00
Grass Seed, Chewings Fescue	510 lbs.	1.70	867.00
Grass Seed, Perennial Ryegrass	190 lbs.	1.70	323.00
Grass Seed, Newport Bluegrass	320 lbs.	1.70	544.00
Dutch White Clover	190 lbs.	1.70	323.00
Inorganic Fertilizer, 10-16-8	260 cwt.	9.00	2,340.00
SIGNING			
Sign Support Footings	All Required		$ 1,800.00
Pipe Sign Posts	All Required		450.00
Single Sign Supports	All Required		2,000.00
Double Sign Supports	All Required		550.00
Triple Sign Supports	All Required		600.00

Painted Wood Sign Posts	All Required		$ 1,700.00
Type "A" and "B" Signs in Place	591 sq.ft.	@ 7.30	4,314.30
Type "C", "D" & "E" Signs in Place	651 sq.ft.	3.65	2,376.15
Type "F", "P" & "G" Signs in Place	99 sq.ft.	4.00	396.00
Type "P" and "Q" Signs in Place	56 sq.ft.	5.00	280.00
			$1,668,065.45
Flagging (57½% of Contractor's Cost)	All Required		$ 5,000.00
Construction Signing	All Required		250.00
Selective Removal of trees	All Required		1,000.00
			$ 5,250.00
	Subtotal		$1,674,315.45
	10% Engr. & Cont.		167,430.55
	Total		$1,841,746.00

Type Code X280
Ayden Interchange Structure (59346)(Sta. in 63+89.47)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	330 cu.yds.	@ 7.00	2,310.00
Structural Excavation Below Elevation Shown	30 cu.yds.	10.00	300.00
Class "A" Concrete (550 cu.yds. @ $80.00)	All Required		45,000.00
40' to 45' Type 4 Prestressed Beams	4 only	1200.00	4,800.00
45' to 50' Type 4 Prestressed Beams	4 only	1300.00	5,200.00
85' to 90' Type 4 Prestressed Beams	8 only	2400.00	19,200.00
Metal Reinforcement (94,300 lbs. @ $0.14)	All Required		14,000.00
Preparation of Slopes	400 sq.yds.	2.00	800.00
Concrete Slab Riprap	400 sq.yds.	8.00	3,200.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	220 lin.ft.	4.00	880.00
6-inch Standard Steel Pipe	30 lin.ft.	15.00	450.00
	Subtotal		$ 101,140.00
	10% Engr. & Cont.		10,114.00
	Total		$ 111,254.00

Length of Roadway - - - - - - - - - - - - -3.990 miles
Length of 1 Structure - - - - - - - - - - -0.000 miles
Cost of Roadway per Mile- - - - - - - - - -$348,815.53

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway - - - - - - - -	$1,841,746.00	$1,699,000.00	$142,746.00
Bridge - - - - - - - -	111,254.00	102,600.00	8,654.00
	$1,953,000.00	$1,801,600.00	$151,400.00

WORK RETAINED IN FORK STATES

Description	Total Cost	Federal Funds	State Funds
Work by California-Pacific Utilities Company	$ 600.00	$ 550.00	$ 50.00

State funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(44)88

CANYON CREEK PASS-AZALEA SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 22, 1965

6201
Type Code 6211
Roadway (Sta. L^a 441+00 to Sta. L^a 104+50)

Clearing and Grubbing	All Required		$ 90,000.00
Ditch Excavation, Unclassified	6,250 cu.yd.	$ 2.75	17,187.50
General Excavation, Unclassified	885,300 cu.yd.	0.55	486,915.00
Embankment Foundation Excavation, Unclassified	11,200 cu.yd.	1.00	11,200.00
Overhaul	107,700 cu.yd.	0.45	48,465.00
Extra for Selected Subgrade Material	95,900 cu.yd.	0.60	57,540.00
Finishing Roadbed and Slopes	All Required		5,000.00
Rounding Cutbanks	2,800 lin.ft.	0.25	700.00
Trench Excavation	15,500 cu.yd.	3.00	46,500.00
Special Backfill in Drains	6,900 cu.yd.	7.00	48,300.00
Furnishing and Placing Topsoil	7,000 cu.yd.	2.50	17,500.00
Watering	2,800 M-gal.	3.00	8,400.00
Preparation of Old Roadbed	All Required		2,000.00
3/4" - 0 Material in Stone Leveling Course	8,100 ton	2.25	18,225.00
3/4" - 0 Aggregate in Prime Coat	670 cu.yd.	5.00	3,350.00
RC-250 Asphalt in Prime Coat	104 ton	65.00	6,760.00
RS-1 Asphalt in Tack Coat	12 ton	70.00	840.00
Plant-Mix Stone Base	116,400 ton	1.90	221,160.00
Bituminous Base Mixture	18,200 ton	4.15	75,530.00
Asphalt in Bituminous Base Mixture	820 ton	37.00	30,340.00
Class "B" Asphalt Concrete Mixture	38,200 ton	4.25	162,350.00
Asphalt Cement in Mixture	2,100 ton	37.00	77,700.00
Loose Riprap	340 cu.yd.	3.50	1,190.00
15-inch Culvert Pipe	370 lin.ft.	4.25	1,572.50
18-inch Culvert Pipe	3,820 lin.ft.	5.00	19,100.00
24-inch Culvert Pipe	1,230 lin.ft.	8.00	9,840.00
30-inch Culvert Pipe	950 lin.ft.	11.00	10,450.00
36-inch Culvert Pipe	1,580 lin.ft.	14.50	22,910.00
48-inch Culvert Pipe	530 lin.ft.	25.00	13,250.00
54-inch Culvert Pipe	1,350 lin.ft.	30.00	40,500.00
60-inch Culvert Pipe	130 lin.ft.	35.00	4,550.00

72-inch Culvert Pipe	220	lin.ft.	$ 42.00	$ 9,240.00
36-inch Arch-Type Pipe	30	lin.ft.	13.00	390.00
6-inch Drain Pipe	16,400	lin.ft.	2.00	32,800.00
8-inch Drain Pipe	16,650	lin.ft.	2.50	41,625.00
12-inch Drain Pipe	8,400	lin.ft.	3.75	31,500.00
Salvaging and Re-laying Pipe	250	lin.ft.	5.00	1,250.00
Salvage End Sections	14	only	15.00	210.00
15-inch Culvert End Sections	2	only	35.00	70.00
30-inch Culvert End Sections	1	only	110.00	110.00
36-inch Culvert End Sections	7	only	135.00	945.00
Concrete Manholes	8	only	350.00	2,800.00
Concrete Inlets, Type D	5	only	130.00	650.00
Concrete Inlets, Type G-24	42	only	140.00	5,880.00
Corrugated Metal Catch Inlets, Type "A" Coating	6	only	125.00	750.00
Special Manhole, Station L^{s} 531+90	1	only	1,100.00	1,100.00
Special Manhole, Station L^{s} 541+05	1	only	1,300.00	1,300.00
Special Inlets	3	only	150.00	450.00
Diversion Boxes	1	only	100.00	100.00
Extra for Asphalt Concrete Approaches	14	only	35.00	490.00
Asphalt Concrete Curbs	10,300	lin.ft.	1.00	10,300.00
Asphalt Concrete Traffic Markers	200	lin.ft.	1.00	200.00
Guide Posts, W-1	190	only	7.00	1,330.00
Guide Posts, Y-2	80	only	7.50	600.00
Guide Posts, Y-3	2	only	9.00	18.00
Guard Rail	27,000	lin.ft.	2.50	67,500.00
Type 2 Barricade	550	lin.ft.	4.00	2,200.00
Rail End Pieces	20	only	5.00	100.00
Guard Rail Blocks	2,100	only	1.75	3,675.00
Extra Guard Rail Posts	32	only	10.00	320.00
Salvaging Type 2 Barricade	270	lin.ft.	1.50	405.00
Guard Rail-Salvaged Type 2 Barricade	270	lin.ft.	1.00	270.00
Type 2 Fence	3,000	rod	8.00	24,000.00
20' Type 2 Double Gates	2	only	110.00	220.00
Roadside Seeding	64	acre	150.00	9,600.00
Roadside Mulching	64	acre	200.00	12,800.00
Grass Seed, Creeping Red Fescue	700	lb.	0.60	420.00
Grass Seed, Chewing Fescue	510	lb.	0.60	306.00
Grass Seed, Perennial Ryegrass	190	lb.	0.30	57.00
Grass Seed, Newport Bluegrass	320	lb.	0.80	256.00
Dutch White Clover	190	lb.	0.80	152.00
Inorganic Fertilizer, 10-16-8	260	cwt.	6.00	1,560.00
<u>Signing</u>				
Sign Support Footings	All Required			1,260.00
Pipe Sign Posts	All Required			500.00
Single Sign Supports	All Required			2,000.00
Double Sign Supports	All Required			525.00
Triple Sign Supports	All Required			825.00

Painted Wood Sign Posts	All Required		$ 2,520.00
Type "A" and "B" Signs in Place	591 sq.ft.	$ 6.60	3,900.60
Type "C", "D" and "R" Signs in Place	651 sq.ft.	3.60	2,343.60
Type "E", "F" and "G" Signs in Place	99 sq.ft.	4.20	415.80
Type "P" and "Q" Signs in Place	56 sq.ft.	5.00	280.00
			$1,841,844.00
Flagging (57½$ of Contractor's Costs)	All Required		$ 5,000.00
Construction Signing	All Required		250.00
Select Removal of Trees	All Required		1,000.00
			$ 6,250.00
Utilities			
Work by California Pacific Util. Co.	All Required		$ 600.00
			$1,848,694.00
	10% Engr. & Cont.		184,869.00
	Total		$2,033,563.00

Type Code X781
Azalea Interchange Structure (#9346)(Sta. L" 63+89.47)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	330 cu.yd.	$ 6.00	1,980.00
Structural Excavation Below Elevation Shown	30 cu.yd.	10.00	300.00
Class "A" Concrete (550 Cu.Yd. @ $80.00)	All Required		44,000.00
40' to 45' Type 4 Prestressed Beams	4 only	950.00	3,800.00
45' to 50' Type 4 Prestressed Beams	4 only	1,100.00	4,400.00
85' to 90' Type 4 Prestressed Beams	8 only	2,200.00	17,600.00
Metal Reinforcement (94,300 Lb. @ $0.14)	All Required		13,202.00
Preparation of Slopes	400 sq.yd.	2.00	800.00
Concrete Slab Riprap	400 sq.yd.	8.00	3,200.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	220 lin.ft.	4.00	880.00
6-inch Standard Steel Pipe	30 lin.ft.	12.00	360.00
			$ 95,522.00
	10% Engr. & Cont.		9,552.00
	Total		$ 105,074.00

Length of Roadway - - - - - - - - - 3.590 Miles
Length of 1 Structure - - - - - - - 0.000 Miles
Cost of Roadway Per Mile- - - - - - $566,452.08

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,033,563.00	$1,875,900.00	$157,663.00
Bridge	105,074.00	96,900.00	8,174.00
	$2,138,637.00	$1,972,800.00	$165,837.00

CANYON CREEK PASS-AZALEA SECTION

Azalea Interchange Structure
Prestressed Beam Quantities
Project No. I-5-2(44)88

40'-45' Prestressed Beams

Overhead	All Required		$ 150.00
Class "AA" Concrete	7.7 cu.yd.	$70.00	539.00
Metal Reinforcement	792 lb.	0.13	102.96
Prestress Wire	365 lb.	0.40	146.00
			$ 937.96
		USE	$ 950.00

45'-50' Prestressed Beams

Overhead	All Required		$ 150.00
Class "AA" Concrete	10.9 cu.yd.	$65.00	708.50
Metal Reinforcement	900 lb.	0.13	117.00
Prestress Wire	416 lb.	0.40	166.40
			$1,141.90
		USE	$1,100.00

85'-90' Prestressed Beams

Overhead	All Required		$ 150.00
Class "AA" Concrete	19.1 cu.yd.	$53.00	1,012.30
Metal Reinforcement	1,620 lb.	0.13	210.60
Prestress Wire	2,221 lb.	0.40	888.40
			$2,261.30
		USE	$2,200.00

RECEIVED
OCT 4 - 1968
FOR FILING

I-5-2(44)
6548

October 3, 1968

Wells-Reed-Wood-West Company
412 Failing Building
Portland, Oregon 97204

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Gentlemen:

A post-final payment for $876.30 will be made to Slate-Hall on Contract No. 6548 for grading, paving, signing, and structure on the Canyon Creek Pass--Canyon Section of the Pacific Highway in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,645,212.50 including the post-final payment. Of the total $53,722.05 is for force account work.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc Slate-Hall
7805 S. W. 40th Avenue
Portland, Oregon 97219

Seaboard Surety Company
100 William Street
New York 38, New York

Great American Insurance Company
2030 Ninth Avenue
Seattle, Washington 98121

C. H. Maison
Attn: John Herr

FORM E-30X—50M—2-68 SP°23SOC-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 20, 1968

I-5-2(44)88
6318

To: MEMO TO THE FILES

SUBJECT: Structural Excavation
Canyon Creek Pass-Azalea Section
Contract No. 6548
AND
Azalea-Glendale Junction Section
Contract No. 6578

NOTED
R. L. PORTER

The Claims Review Board met the afternoon of August 16 to review the request from Hamilton Construction Company for additional compensation for structural excavation on these projects. The regular Board members were present consisting of:

R. L. Porter, Chairman
F. B. Klaboe
Tom Edwards
C. H. Maison
G. E. Rohde

Present on behalf of the contractor were:

William Peckham, Hamilton Construction Company
Elton Slate, Slate-Hall Company (Prime contractor on No. 6548 and Joint Venturer with Hamilton on No. 6578)

Present on behalf of the State were:

John Quiner II, Assistant Division Engineer
Alfred Rear, Assistant Bridge Engineer
James Chidsey, formerly Resident Engineer

Mr. Peckham briefly described the nature of the work involved wherein the end abutments of some of the structures were founded on fill material with no foundation piling used. This was in accordance with the plans. These were both combination jobs, that is, the embankments were built under the same contract as the structure. The plans included quantities for structural excavation for the abutments in question. The end fills adjacent to these structures were staked for construction of the embankment up to the subgrade. Mr. Peckham stated that the

Resident Engineer did not say anything about the sequence of fill and footing construction and that he felt the direction came from what was written on the stakes. He stated that all the embankment at the bridge ends was completed before the structural work started.

Mr. Quiner summarized the State's position citing the Special Provisions under 105-4.3 which limit pay excavation to "below original ground line" in one job and "below existing ground line" in the other job. He also referred to the elevation plans for the structures which show the bridge end fills cross-hatched and the end or abutment footings up in the fill zone. He stated that the cont ractor was not directed as to how the embankment was to be built and the contractor did not ask about it.

Mr. Quiner submitted copies of a summary of his argument and including a comparison of the value of the excavation in question computed at bid prices compared to the force account amounts claimed by the contractor. He explained that the quantities used in his derivation were from actual cross sections taken at the time the footing work started with but one exception where an approximate quantity had to be assumed. Mr. Quiner and Mr. Rear both agreed that the sequence in which the work was actually done, that is complete fill construction first, followed by excavation for the footings, was the better construction practice.

In the subsequent discussion by the Board, it was decided that the best construction practice had been followed, that there is a conflict between the special provision and the plans which did include quantities of structural excavation for the work in question, and the special provision may have been lacking in clarity. A majority of the Board voted to make an adjustment but that it be derived by the contractor's bid price rather than on a force account basis. The Division office will be instructed to prepare and submit Price Agreements to the contractors as complete and final settlement of all claims accordingly. This will amount to approximately $673.40 (vs. $1,268.30 claimed) on Contract No. 6548 and approximately $2,474.70 (vs. $3,364.12 claimed) on Contract No. 6578

John A. Bond, Secretary
Claims Review Board

JAB:fw
cc R. L. Porter

RECEIVED
AUG 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS S. BRUNO, MEMBER
PORTLAND

JAN 5 - 1971

J 1-2 (1) XY
6-18

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 19, 1968

NOTED
R. L. PORTER

Hamilton Construction Company
Post Office Box 1376
Eugene, Oregon

ATTENTION: Mr. William T. Peckham

RE: Structural Excavation
Canyon Creek Pass-Azalea Section
Contract No. 6548
AND
Azalea-Glendale Jun ction Section
Contract No. 6578

Gentlemen:

The Claims Review Board has decided in favor of additional compensation to you for the structural excavation which was the subject of your appearance before the Claims Review Board on August 16, 1968.

The Board instructed that the adjustment be on the basis of contract unit price for the actual quantities of structural excavation as they can best be determined. Mr. Quiner will have prepared and sent to you Price Agreements on this basis which will also constitute complete and final settlement of all claims on both of these projects.

If you are agreeable to such a settlement, please sign and return the Price Agreements through the usual channels.

Very truly yours,

John A. Board

John A. Board, Secretary
Claims Review Board

JAB:fw
cc Slate-Hall
Attn: Mr. Elton Slate

bc: R. L. Porter
I. D. Merchant
C. T. Keasey - Attn: John Quiner II

RECEIVED
AUG 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 6-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

RECEIVED
JUL 26 1968
FOR FILES

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
R. L. PORTER

July 26, 1968

Hamilton Construction Company
Post Office Box 1376
Eugene, Oregon

ATTENTION: Mr. Wm. T. Peckham

RE: Canyon Creek Pass-Azalea Section
Contract No. 6548
AND
Azalea-Glendale Junction Section
Contract No. 6578

Gentlemen:

This will confirm the time of 1:30 P.M. Friday, August 16, 1968 for your meeting with the Claims Review Board. The meeting will be held in Room 134 on the first floor of the State Highway Building in Salem.

This is in response to your request made under date of June 18, copies of which will be supplied to the members of the Board and concerns your request for additional compensation relating to the structural excavation on the two subject projects.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

JAB:fw

cc: Slate-Hall Company
Attn: Mr. Elton D. Slate
bc: R. L. Porter - w/attachments
F. B. Klaboe "
Tom Edwards "
G. E. Rohde "
C. H. Maison "
C. T. Keasey - Attn: John Quiner - w/attachments
I. D. Merchant

RECEIVED
JUL 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Attachments: Letter of 6/25/68 from Slate-Hall ; letter of 6/18/68 from Hamilton Construction Company with enclosures.
Page 10 of Special Provisions and Plan Sheet No. 20367 related to Canyon Creek Pass-Azalea Section.
Page 15 of Special Provisions and Plan Sheet Nos. 20490, 20238 and 20223 related to Azalea-Glendale Section.

SECTION 7 - LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC

7-21 Public Safety and Convenience - Traffic and Abutters

The contractor shall keep the existing highway under the structure opened to traffic at all times except for such short period of time as required to place the prestressed beams over the highway.

The opening for traffic shall have a minimum horizontal clearance of 34 feet centered over the existing highway and shall have a minimum vertical clearance of 14'6".

Plans for closing the highway to traffic during placing of prestressed beams shall be submitted by the contractor to the engineer and such plans shall have the approval of the engineer prior to closing of the highway.

No separate payment will be made for providing for traffic as above set forth except such payment for guide signs and flagmen as is set forth in Article 7-30 of the standard specifications.

SECTION 105 - FOUNDATION EXCAVATION AND BACKFILL FOR BRIDGES

105-4.3 Structural Excavation. Measurement of structural excavation for pay quantities shall be limited to excavation below existing ground line except where foundations are within highway roadbed excavations where measurement of structural excavation will be limited to excavation below established subgrades for the highway roadbed.

SECTION 404 - CONCRETE MASONRY

404-3.20 Surface Finish. All vertical surfaces of handrails, end posts and curbs, the outside edges of deck slabs, outside faces of exterior beams, all faces of bent cross beams except top faces, faces of abutments above ground line and columns above ground line shall be given a Class 1 surface finish in conformance with the standard specifications except as follows:

FRED H. SLATE CO.
OREG. LTD.
P. O. Box 7128
7805 S. W. 40TH AVENUE
PORTLAND, OREGON 97219
246-4217
AREA CODE 503

SKILL, INTEGRITY RESPONSIBILITY

E. C. HALL CONSTRUCTION CO.
11655 S. W. Barbur Blvd.
Portland, Oregon 97219
639-1116
Area Code 503

SLATE-HALL
GENERAL CONTRACTORS

7805 S. W. 40th Avenue
Portland, Oregon 97219
June 25, 1968

Re: Canyon Creek Pass-
Azalea
Contract No. 6548

Routing

Morgan		Peasa	E
Decker		Moreleck	
Bond	/	Trout	
Barbee		Scott	
Walker		Wills	
Glenn		Litchfield	
Swan		Olson	

RECEIVED
JUN 27 1968
CONSTRUCTION
DIVISION

Mr. John Bond, Secretary
Claims Review Board
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

Reference is made to letter to you from Hamilton Construction Co. dated June 18, 1968 and your letter to Hamilton Construction Co. dated June 19, 1968 relative to Claims Review Board consideration for additional compensation for structural excavation.

As prime contractor Slate-Hall request a Claim of Review for the benefit of our subcontractor Hamilton Construction Co.

Yours very truly

SLATE-HALL

Elton D. Slate

Elton D. Slate
Partner

EDS:r
encls:2
cc: Hamilton Construction Co.

6/27/68
Copy to Harvey
Allen Quinn
per Mr Bond
DW

BRIDGE CONTRACTORS & ENGINEERS

HAMILTON CONSTRUCTION CO.

POST OFFICE BOX 1376, EUGENE, OREGON
TELEPHONE (503) 343-2871

HARRY I. HAMILTON
WILLIAM T. PECKHAM
W. A. PALMATEER, P.E.

June 18th, 1968

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Peaslee
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUN 19 1968
CONSTRUCTION DIVISION

Mr. John Bond, Secretary,
Claims Review Board,
Oregon State Highway Department,
Salem, Oregon, 97310.

Dear Sir:

We request the opportunity to appear before the Claims Review Board regarding our claim for extra compensation on Contract #6548, Canyon Creek Pass-Azalea Section.

The amount of the claim is $1,268.50, and the supporting information is attached. The total is our cost, plus 15%, for performing excavation in the embankment areas of Bridge #9346.

Your position on this matter, as stated in a letter from F. O. Morgan, February 8, 1968, is that the specifications on this project limit the measurement of structural excavation to that done in original ground. Accordingly the contractor should have been able to build the structure without doing any excavation in the embankment, and the fill stakes would have been so marked. Or, since the footings at the bridge ends were on several different levels, if the actual writing on the stakes did not call for the benching off at footing level, then there would necessarily have to be complete discussion, and agreement between engineer and contractor to avoid performing work, for which the special provisions did not intend to pay.

The facts according to our records are as follows:

(1) The fill stakes did not indicate any benching. They instructed the contractor to build the fill to full sub-grade at the bridge ends.

(2) There was no discussion between engineer and contractor on this project at bid time, at the start of the job, or during embankment construction about constructing the structure without excavation in the embankment.

(3) The Highway Department people did not initially recognize the Special Provisions on structural excavation as they are now interpreted.

(a) The bid quantity as calculated before bids,

included the quantity of excavation in the embankment.

(b) As stated above, the Resident Engineer (grading) staked the fills complete to subgrade and did not discuss "benching out" for the structure with the contractor.

(c) The Resident Engineer (bridge) staked the excavation, carefully recorded the necessary field elevations and calculated the quantity of excavation performed with the intent of including it as pay quantity.

As a point of information, the excavation in question was done before the similar work was done on Contract #6519, Glendale Junction-Coyote Creek Section. Any contact we had with the Resident Engineer, the Resident Bridge Engineer, or the contractor on Contract #6519 occurred after excavation had been done on our job and the issue raised as to measurement as pay quantity.

The pay quantity of excavation, as shown on the calculation sheets by the Bridge Engineer, is 96.2 cubic yards. However, our claim is based on the total of our cost for performing the extra work, plus 15%.

We also request that you consider a similar claim under Contract #6578, where we were sub-contractors to Slate-Hall. The measured quantity of excavation is 362.1 cubic yards. Our claim, as extra work, is for $3,364.12, and the supporting data is attached.

Very truly yours,

HAMILTON CONSTRUCTION CO.

By William T. Peckham
William T. Peckham

WTP:E

February 2, 1967

Oregon State Highway Department
Office of the Division Engineer
Roseburg, Oregon 97470

I N V O I C E

Claim for additional compensation as described in the letter of January 17, 1967 from William T. Peckham to John Quiner II.

Canyon Creek Pass - Azalea Section, O.S.H.C. Contract No. 6548

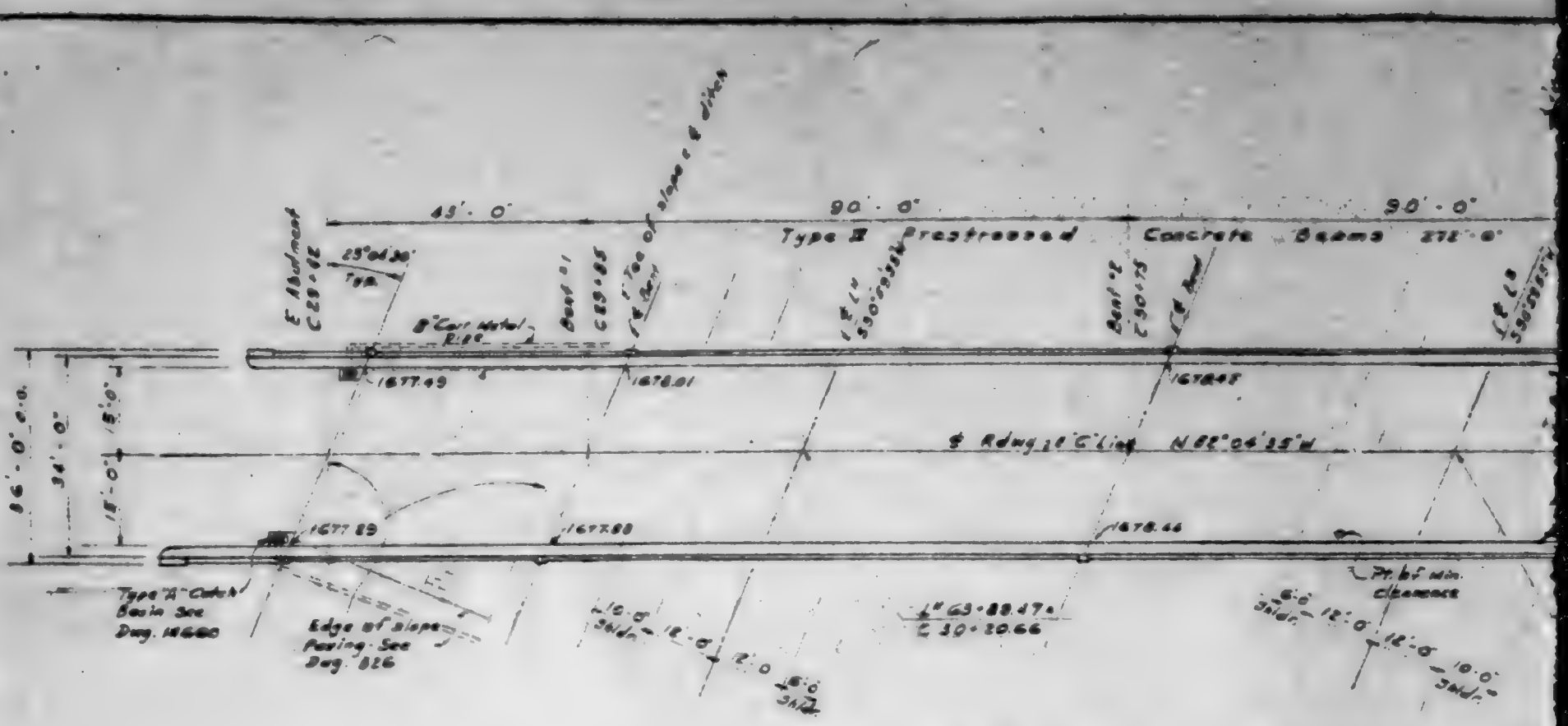
Bridge No. 9346, East and West Abutments

Total direct charges per accompanying statement	1,103.04
Contractor's percentage - 15 %	165.46
Total amount of claim	$ 1,268.50

HAMILTON CONSTRUCTION CO.

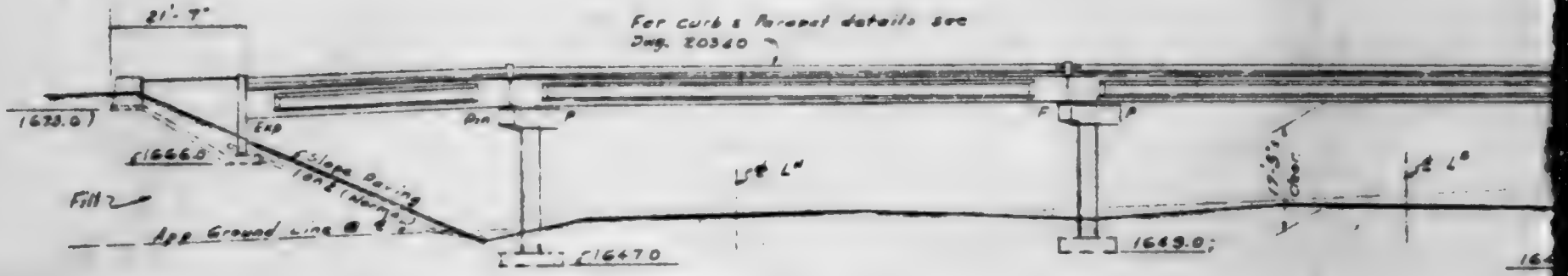
Canyon Creek Pass - Azalea Section, O.S.H.C. Contract No. 6548
Bridge No. 9346, East and West Abutments

Date	Crew and Equipment Hours		Labor	Equipment Rental
9-14-65	D6 Caterpillar tractor-75 D.B.H.P.	2½ hours @ $11.10		27.75
	Tractor operator	2½ hours @ $ 4.85	12.13	
9-16-65	D6 Caterpillar tractor-75 D.B.H.P.	4 hours @ $11.10		44.40
	Tractor operator	4 hours @ $ 4.85	19.40	
	General laborer	4½ hours @ $ 3.60	16.20	
9-17-65	Journeyman carpenters	15 hours @ $ 4.33	64.95	
	Carpenter foreman	5 hours @ $ 4.83	24.15	
9-21-65	General laborers	10 hours @ $ 3.60	36.00	
	Laborer foreman	2½ hours @ $ 3.85	9.63	
10-12-65	D6 Caterpillar tractor-75 D.B.H.P.	8 hours @ $11.10		88.80
	Gasoline driven tamper	4 hours @ $ 1.80		7.20
	Tractor operator	8 hours @ $ 4.85	38.80	
	General laborer (tamper)	4 hours @ $ 3.75	15.00	
	General laborer	1½ hours @ $ 3.60	5.40	
10-13-65	D6 Caterpillar tractor-75 D.B.H.P.	4 hours @ $11.10		44.40
	Gasoline driven tamper	4 hours @ $ 1.80		7.20
	General laborer (tamper)	4 hours @ $ 3.75	15.00	
	Tractor operator	4 hours @ $ 4.85	19.40	
	General laborer	2½ hours @ $ 3.60	9.00	
	Laborer foreman	2½ hours @ $ 3.85	9.62	
10-14-65	D6 Caterpillar tractor-75 D.B.H.P.	5 hours @ $11.10		55.50
	Gasoline driven tampers	16 hours @ $ 1.80		28.80
	10 cubic yard dump truck	1½ hours @ $11.00		16.50
	Tractor operator	5 hours @ $ 4.85	24.25	
	General laborers (tampers)	16 hours @ $ 3.75	60.00	
	General laborer	2½ hours @ $ 3.60	9.00	
	Laborer foreman	4 hours @ $ 3.85	15.40	
	Dump truck driver	1½ hours @ $ 4.13	6.20	
10-15-65	D6 Caterpillar tractor-75 D.B.H.P.	4 hours @ $11.10		44.40
	Gasoline driven tampers	6 hours @ $ 1.80		10.80
	Tractor operator	4 hours @ $ 4.85	19.40	
	General laborers (tampers)	6 hours @ $ 3.75	22.50	
	General laborers	5½ hours @ $ 3.60	19.80	
	Laborer foreman	3 hours @ $ 3.85	11.55	
10-19-65	Gasoline driven tampers	16 hours @ $ 1.80		28.80
	General laborers (tampers)	16 hours @ $ 3.75	60.00	
			542.78	404.55
	Payroll taxes & insurance (13.47 %)		73.11	
	Health, welfare & pension		50.80	
	Travel pay		31.80	698.49
	Total -			$ 1,103.04

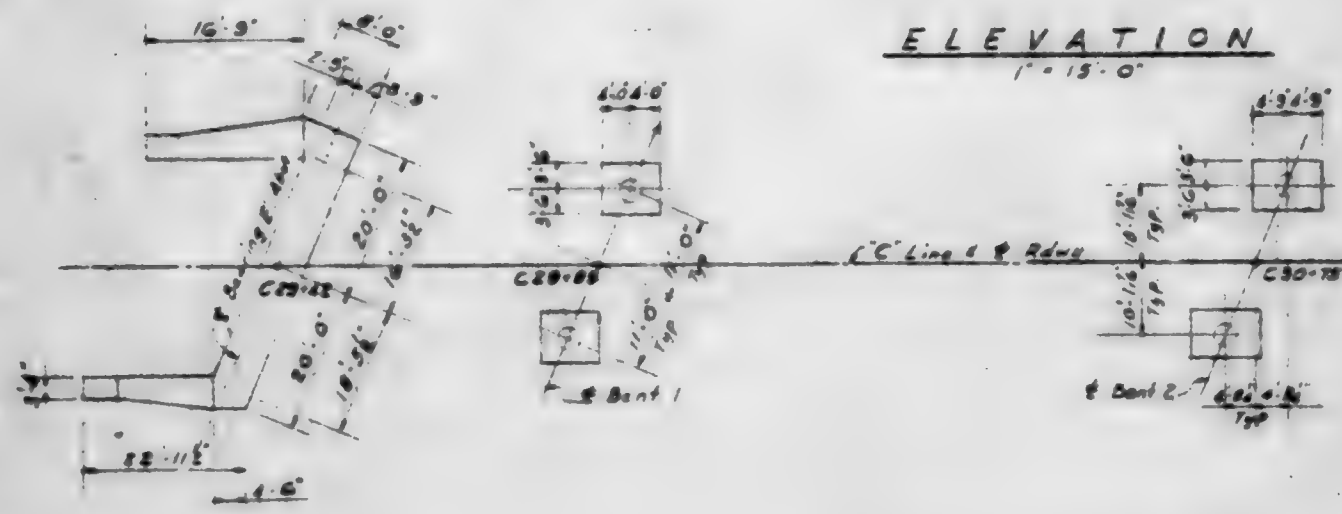


PLAN
1" = 15'-0"

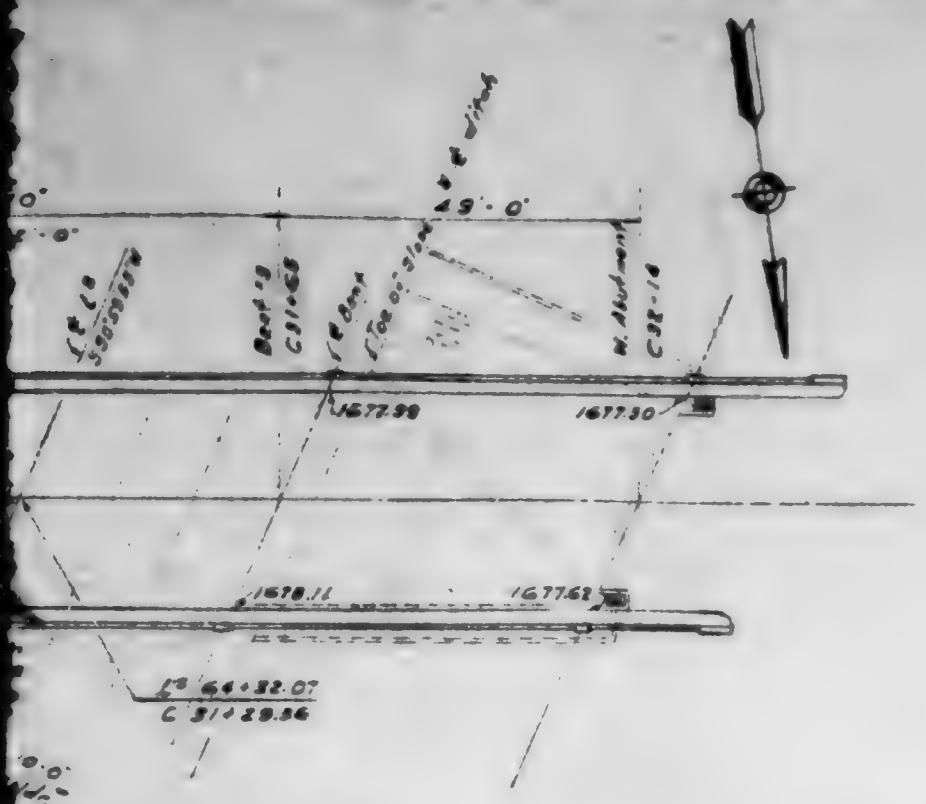
Note: See Dwg. 20363 for Beam exp. ℋ. Spacings



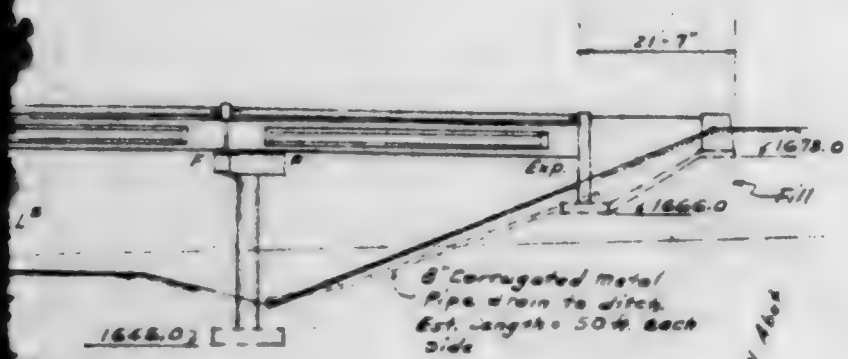
ELEVATION
1" = 15'-0"

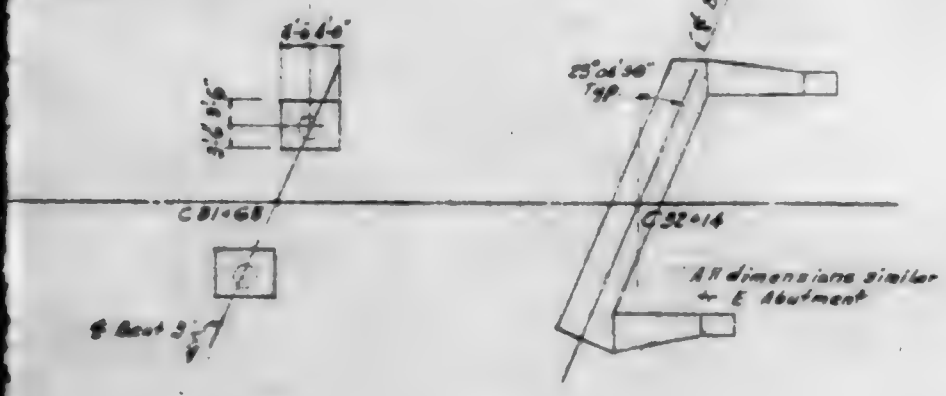


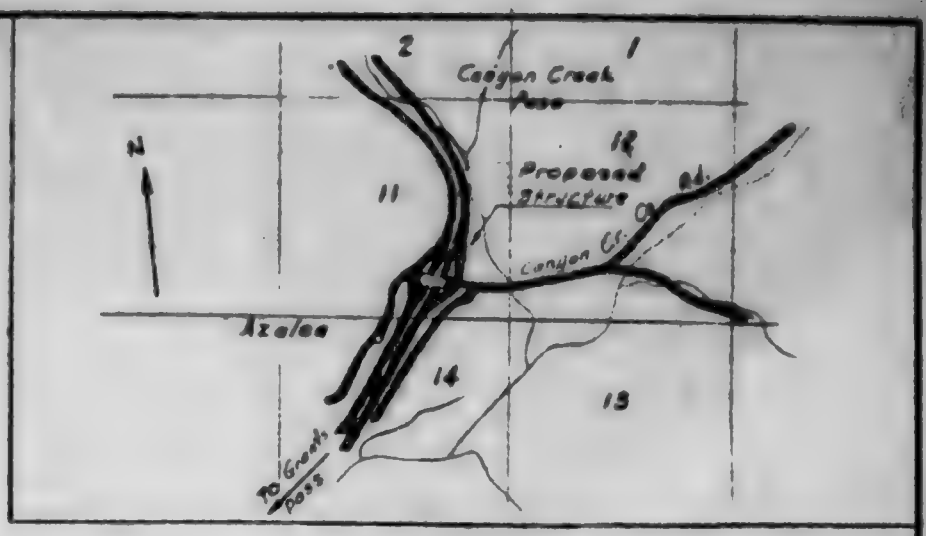
FOOTING PLAN
1" = 15'-0"



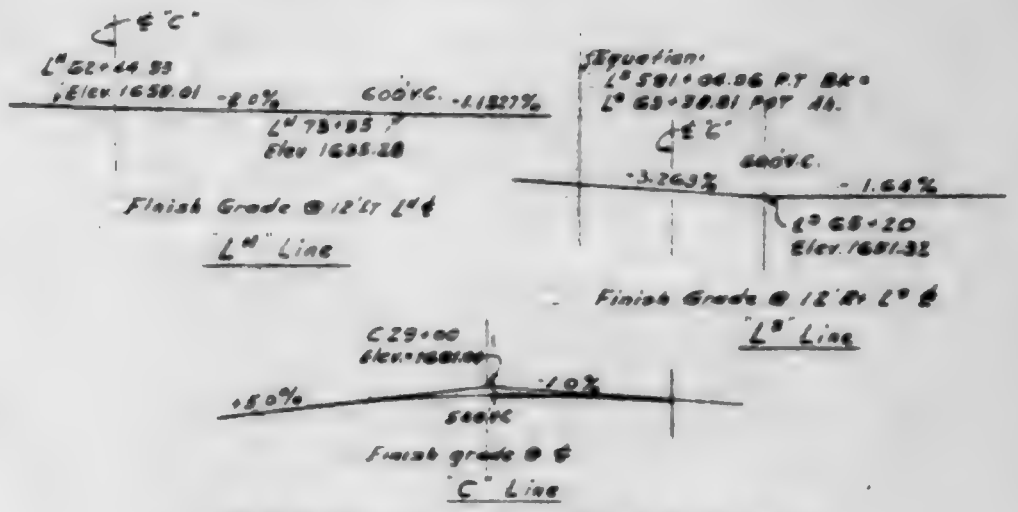
For Beams layout & Parapet







VICINITY MAP



GRADE LINE DIAGRAM

No Scale

General Notes:

1. Bridge designed for H320-44 loading.
2. All Concrete except for Prestressed Beams shall be class "A" and shall have a design strength of 3300 psi in 28 days (fc = 1320 psi) See Dwg. 20378 for Concrete in Prestressed Beams.
3. All reinforcing steel except for prestressed Strands shall be intermediate grade deformed bars. Bars No. 3 to 11 shall Conform to ASTM Specifications A305 and shall be lapped 30 diameters at all Splices unless noted or shown otherwise. All main reinforcing bars shall be placed 2" clear of nearest face of Concrete unless noted or shown otherwise. (fs = 20000 psi) See Dwg. 20378 for prestressing Strands.
4. Footing elevations are subjected to change depending upon conditions in the field. Column Steel shall not be fabricated until final elevation of footing have been determined in the field.
5. All materials & workmanship shall Conform to the "Standard Specifications for Highway Construction" of the Oregon State Highway Commission.

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE
INDICATED SCALE 1"=1'-0"
SHOULD BE READ ½"=1'-0"
INDICATED SCALE 1½"=1'-0"
SHOULD BE READ 3/4"=1'-0"

APPROVED:

DESIGNED T.W.L. CHKD. C.W.P.
DRAWN T.W.L. BASIC DRGS. 894

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

AZALEA INTERCHANGE
CANYON CREEK PASS - AZALEA SECTION
PACIFIC HIGHWAY - DOUGLAS COUNTY

PLAN & ELEVATION

DATE 10-22-64 SHEET NO. 2342
ACCOMPANIED BY SHEET 20368
SHEET 20378, 19488, 19489 & 816
SHEET 1 OF 3
DRAWING NO. 20367

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

RECEIVED
OCT 13 1967

I-5-2(44)88
6.18

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
October 12, 1967

Allstate Insurance Co.
Cascade Plaza
2828 S. W. Corbett
Portland, Oregon 97201

Re: Our file: CLC 66-107
Your Claim #17U64728-10
Pacific Northwest Bell
Date of loss: 9-20-66

Gentlemen:

Please refer to our letter of August 16, with enclosure, and your reply of September 14, 1967 regarding the above.

We now enclose a copy of letter dated August 29, 1967, from F. B. Klaboe, Assistant State Highway Engineer, to the claimant, advising that claim should be made to the contractor. From the claimant's letter of August 4 (copy previously sent to you), it appears that this has been done.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

ALAN H. JOHANSEN
Staff Attorney

NOTED
F. B. KLABOE

AHJ:rh
Encl.

cc: Mr. F. B. Klaboe
Mr. G. E. Rohde

RECEIVED
OCT 13 1967
OFFICE OF
STATE HIGHWAY ENGR.

RECEIVED
OCT 10 1967
FOR FILING

I-5 2(44)88

BP*23011-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1967

To: MEMO TO THE FILES

SUBJECT: Glendale Jct.-Coyote Creek Section
Contract No. 6519

Canyon Creek Pass-Azalea Section
Contract No. 6548

Azalea-Glendale Jct. Section
Contract No. 6578

A meeting was held in the Construction Engineer's office on October 5, 1967, with the following people present:

O. H. Foster, R. L. Houck Sons' Corp. - Prime Contract on #6519
Lee Clements, Tom Lillebo Construction Co., Subcontract on #6519
Bill Bian, Tom Lillebo Construction Co.
Bill Peckham, Hamilton Construction Co., Subcontractor on #6548, Joint Venturer on #6578
Al Rear, Assistant Bridge Engineer
George Rohde, Chief Counsel
Al Johansen, Staff Attorney
John Quiner, Assistant Division Engineer
M. N. Juve, Chief Cost Analyst
John Bond, Staff Assistant

This meeting was at the request of Houck Sons' Corporation for the purpose of discussing the structural excavation pay limits which is in contention on all three of the subject projects. There was a discussion of the special provisions which describe measurement of this pay quantity on each of these contracts. The wording used is not exactly the same on each contract, but basically they all limit the pay quantity to excavation done below existing ground line. These were all combination jobs involving both grading and structures work.

The discussion led to the question of what the intent of the specification was in the way of construction practice. Was it intended that the fills be completed at bridge ends followed by excavation of the fill material for the required footings, or was it intended to build the fill up only to the footing level, construct the footing and then complete the fill, or bring the fill on up in one operation but omit the footing area? All agreed that the procedure actually followed was to build the fill complete and then re-excavate the footings. Contractors contend that the fills were staked in this manner and they were in fact required to follow this practice.

Hamilton Construction Company seeks a Force Account payment in the total amount of $4,632.62 (for their two projects) for the excavation of fill material. Lillebo seeks approximately $10,000 additional which is based on their bid price times the difference between the quantity paid to date and the plan quantity.

Mr. Quiner is to investigate further with the various field people concerned to determine more clearly their role or the extent of their instructions toward requiring complete fill placement before structures work. Basically, the contractors contend that a plan change occurred and that they performed excavation work which they were not paid for and which was not intended by the original plan and specifications.

John A. Bond
Staff Assistant

JAB:ss:fw

cc F. B. Klaboe
I. D. Merchant
L. R. Chandler

RECEIVED
OCT 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 6 - 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 29, 1967

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6548

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(38)88
Canyon Creek Pass - Azalea
Private Pipeline Conduit Crossing of Interstate Right of Way
Johns' Properties
(Mr. F. B. Klaboe's March 23 Letter)

Your proposal to permit installation of this conduit in the vicinity of Station 572 is approved subject to the following conditions:

1. The water line will be properly maintained at all times.

2. The conduit will extend the full width of access control in order that servicing the water line can be performed from other than the Interstate right of way.

3. State records will be documented to show the cost of the installation. In the event that such cost should be less than the amount of damages assigned as a result of loss of the water, Federal funds will be credited an appropriate amount of the difference.

7-5-67
REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
JUL 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
APR 14 1967

I-5-2(41)
6548

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

April 13, 1967

NOTED
F. B. KLABOE

Luoma, Kelley & Woodruff
Attorneys at Law
P. O. Box 937
Roseburg, Oregon 97470

Attention: Donald S. Kelley

Re: Johns' files
L-4716 L-4728
L-4733 L-4752

Dear Mr. Kelley:

In reply to your letter of April 10, 1967, please be advised that we will be filing replies in the above 4 cases but will still attempt to negotiate a settlement.

The situation as it exists now is as follows:

1. It will not be possible to allow the 4-inch pipe to be placed through the culvert.

2. We are seeking permission from the Bureau of Public Roads for the jacking of a 12-inch sleeve underneath the highway through which your clients may place a 4-inch water pipe.

3. If approved by the Bureau, we would not jack the 12-inch sleeve under the highway. This would have to be done by your clients at their expense. It will take some time for us to receive Bureau approval for this so I cannot say at this time if it will be allowed or not.

4. Under the above circumstances - our last proposed offer of settlement on three of the files was $40,000 and this did not include file number L-4728, Case No. 28679 in the amount of $1,050, or file number R-39821 in the amount of $250; therefore, at the present we would recommend, subject to commission approval, the sum of $41,300 for all 5 files.

I would appreciate it if you would discuss this matter with your clients and advise.

We also request an extension of time until the 3rd day of May, 1967, in which to file replies on the 4 cases in which you have filed answers, and unless I am advised to the contrary I will assume you have no objection.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Staff Attorney

JLS:ja

cc: Frank C. McKinney
F. B. Klaboe
F. D. Morgan
L. R. Chandler
L. W. Riley

RECEIVED
APR 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 11 1967
FOR FILING
I-5-2(44) 88
6548

1542

April 10, 1967

Mr. A. W. Parsons
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Canyon Creek Pass-Azalea
Section, Pacific Highway
Project No. I-5-2(44)88

In response to your letter of March 27, this is to clarify that it was not the intent of our March 23 letter to request Federal participation in a conduit at Station 572+44. We were merely asking Federal approval of such a private installation on the right-of-way.

The conduit as proposed would not impair the highway or interfere in any way with the traffic thereon. We ask that you forward this request for further approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
G. E. Rohde
D. H. Moehring

JAB:sg srb

Form GS-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 27, 1967

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(38)88, Canyon Creek - Azalea Section

Mr. Klaboe's March 23, 1967 letter requested our approval of a 12-inch conduit installation for nonhighway purposes at station 572+44. This installation falls under Section 1.23, Title 23, C.F.R., and as it is a private installation, it must be forwarded for our Washington office approval.

Before we forward your request some additional information is needed concerning the right of way negotiations on the Johns property where the proposed conduit would be located. It is our understanding, based upon informal discussions with Mr. Sollis of your Legal Section, that the cost of the conduit and installation would not be borne by the State, and therefore you are not requesting Federal participation in the cost of same. This point is considered important because it is our understanding that your present appraisals and review appraisal are based upon the fact that the irrigation water supply was severed by the taking, and that your appraisers considered damages.

If you will confirm the above factors by letter we could favorably recommend approval on the basis that the property owner would bear the cost of the conduit and installation, or on the basis that the cost of the conduit installation - plus the right of way monetary settlement - does not substantially exceed the State's review appraisals. Furthermore, as part of the public interest finding it should be determined that the usage of the highway for nonhighway use is in the public interest and will not impair the highway or interfere with the safe and free flow of traffic thereon.

This letter is not an authorization to proceed. As soon as you can confirm our understanding we will process your request for Washington office approval.

RECEIVED
MAR 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
Morgan
Scott
Wills
Litchfield
Olson

RECEIVED
1967

orig Milligan - plz
copy Young
Mehring
3-29-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 24 1967
FOR FILING
I-5-2(44) 88
6548

March 23, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Canyon Creek Pass-Azalea Section
Pacific Highway, I-5-2(44)88

A segment of right-of-way owned by E. L. Johns on this section in the vicinity of the Azalea Interchange is under condemnation. The new construction interfered with and required extensive relocation of existing irrigation facilities in order to provide for irrigation of remaining property. The complete irrigation ditch relocation as indicated on Sheets 7 and 8A of the construction plans could not be made due to slide problems and unstable ground that the ditch would have had to traverse.

We have considered alternate ways and locations for the restoration of irrigation facilities and find that one scheme which appears feasible would require the installation of a conduit through the embankment and extending across the right-of-way between the access control lines in the vicinity of Station 572+44, as shown on the attached sketch. We ask federal approval of such an installation. The conduit would be 12-inch smooth steel, ¼-inch wall casing, installed by boring without encroachment or interference within the access control limits.

The economic justification for this as a compensable item under the right-of-way appraisal is a separate matter which would be submitted to you later if it is found that the proposed conduit can be allowed at all.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
G. E. Rohde
D. H. Moehring

JAB:sg srb
Attachment

8V-174

T. 32S., R. 5W., W.M.

CANYON CREEK PASS – AZALEA SEC. PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 7
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-2(44)88		See Index

CLEAR CREEK

Const. Type 2 Fence

Remove Road Appr.

"L" 539+00 - "C" 26+25
Const. Guard Rail - 5050' ★

PACIFIC HIGHWAY

"L" LINE

"S" LINE

6"-420'

6"-580'

6"-140'

8"-240'

8"-880'

6"-640'

"L" 570+10
Remove 36" Corr. Steel Pipe-84'
Install 48" Culv. Pipe-100'
Trench Exc. 266 C.Y.

"L" 570+70
Abandon 18" Corr. Steel Pipe-68'
Salvage End Section, Rt.

Const. Irrigation Ditch
(For Quantity, See Sht. 8A)

Remove Exist. Gate

50' Easement

R/W

"L" 579+55
Abandon 18" Corr. Steel Pipe-68'
Salvage End Section, Rt.
Inst. 24" Culv. Pipe-136'
Const. Type 6-2M Inlet
Inst. End Section, Lt. (Sal.)
Under Pave. - 24'
Trench Exc. 104 C.Y.

(591+00 Rail See Sht. 6)

Remove Concrete Reservoir

Const. Cutoff Ditch
Ditch Exc. 190 C.Y.

Const. Type 2 Fence

Access Control Line

4" Irrigation Line
Sta. 572+44

"L" 2° C.R.
Δ 67° 49' 40"
Ts Bk. 2003.45'
Ts Ah. 2125.45'

"S" 2° C.R.
Δ 68° 08' 00"
Ts 2138.72'

"L" 572+45
Inst. 48" Culv. Pipe-156'
Const. Inlet Ditch
Trench Exc. 242 C.Y.
Ditch Exc. 40 C.Y.

"S" 572+30
Const. Type G-2M Inlet
Inst. 15" Culv. Pipe-8'
Trench Exc. 1 C.Y.

"S" 550+60 - 581+35
Inst. 6" Perf. Drain Pipe-780'
Inst. 8" Perf. Drain Pipe-2300'
Special Backfill 515 C.Y.
Trench Exc. 656 C.Y.

"L" 559+30
24" Corr. Steel Pipe-72 (Inlet)
Extend 20' Rt.
Salvage End Section, Rt.
Const. Type 6-2M Inlet
Trench Exc. 10 C.Y.

"L" 561+10
Abandon 18" Corr. Steel Pipe-76'
Salvage End Section, Rt.

"L" 563+90
24" Corr. Steel Pipe-73' (Inlet)
Extend 34' Rt.
Salvage End Section, Rt.
Const. Type G-2M Inlet
Trench Exc. 15 C.Y.

"S" 566+20
Const. Subgrade Cutoff Trench
Inst. 6" Perf. Drain Pipe-76'
Special Backfill 14 C.Y.
Trench Exc. 16 C.Y.

"S" 581+35
Inst. 24" Culv. Pipe-104'
Inst. End Section, Rt. (Sal.)
Trench Exc. 61 C.Y.

Remove Bldgs. Shown Thus

ound Line at "S" ℄

Subgrade

Selected Subgrade

Final Finish Grade 12' Rt. "S" ℄

Final Finish Grade 12' Rt. "L" ℄

500' V.C.

-3.263'

-3.972'

1730

1720

1750

1700

1738.11

1689.85

18"

1718"

FOR FILING

FORM E-30X—50M—7-66 SP 23657-734

I-5-2(44)88

6548

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1967

copy Const Contractors Hdqs

SUBJECT: Contractor's Responsibility for Work Damage Caused by Traffic

To: G. E. Rohde
Chief Counsel

Office

Approved.....

.....
Asst. State Hwy. Engr.

Mr. Morgan's interdepartment letter to you, dated February 6, 1967, on the above matter, was referred by you to me under cover of your letter of February 24, 1967.

The basic question presented seems to be whether the contractor, or the State, is responsible for damage to such items as newly installed guard rail on projects which have been opened to traffic, or which are constructed under traffic, where the damage occurs prior to acceptance of the project by the commission.

As noted in Mr. Morgan's letter, under Article 7-32 of the Standard Specifications, the contractor is generally responsible for any injury to the work, prior to final acceptance, whether the damage results from "the elements, or from any other cause...." However, there is an exception "that injuries or damages due to unforeseeable causes beyond the control of and without fault or negligence of the contractor, including but not restricted to acts of God, acts of the public enemy and acts of governmental authorities will not be the financial responsibility of the contractor."

It is my opinion that whether a particular item of damage to the work, whether caused by traffic or some other cause, comes within the exception relating to "unforeseeable causes" etc., will almost always be a question of fact for resolution by a jury in the individual case. Accordingly, I do not feel that we can properly express a general opinion as to whether damage caused by traffic should be the contractor's responsibility, or the State's responsibility.

Mr. Morgan's letter also points out the desirability of being consistent in our response to these situations. It would appear that that this problem, at least, can be resolved by specifically providing in the Special Provisions that damage to the work caused by traffic either is, or is not, to be regarded as damage from an "unforeseeable cause beyond the control of and without fault or negligence of the contractor" within the meaning of the

exception in Article 7-32. It could also be expressly provided that damage from traffic either will be the financial responsibility of the contractor, or will be the financial responsibility of the State.

ALAN H. JOHANSEN
Staff Attorney

AHJ:gw

cc: F. B. Klaboe
F. D. Morgan

FORM E-20X—SCM—7-66 SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1967

To: G. E. Rohde
Chief Counsel

O f f i c e

SUBJECT: Structural Excavation Claims
Hamilton Construction Company
Canyon Creek Pass-Azalea
Section
Contract No. 6548

Azalea-Glendale Junction
Section
Contract No. 6578 copy

Mr. Morgan's letter to you, dated February 9, 1967, on the above matter, was referred to me under cover of your letter of February 24, 1967.

The basic question here, is whether the contractor is entitled to payment at the unit bid price for structural excavation, within fills or embankments at bridge ends. It appears that the specifications for both of these projects provide that structural excavation will be limited to that "below original ground line." It is the contention of our personnel that this necessarily excludes payment for structural excavation within fill areas.

My first impression is that our interpretation is correct, and that probably the contractor is not entitled to payment for the disputed excavation. However, as mentioned in our recent conversation on this subject, it appears that more information as to some of the pertinent facts should be developed before expressing a final opinion upon this question.

It is also noted that our originally estimated quantities of structural excavation apparently contemplated that payment would be made for excavation in the fill areas. At any rate, there was a heavy underrun in structural excavation quantities. This underrun has been conceded to the contractor, and he was virtually invited to submit a claim for additional costs resulting from the underrun in this item. However, as I understand it the contractor declined to present his claim on that basis, and insists that he is entitled to payment at the unit price for structual excavation.

Thus, it is believed that a conference with the Construction Division regarding this claim would be beneficial and probably necessary to expressing a proper opinion on the validity of the claim. It is possible, although it presently appears doubtful, that the contractor is entitled to additional payment on the claim as presented. It is also possible that he might be entitled to some additional payment for reasons other than those upon which he has presented his claim. Accordingly, I would recommend that a conference be held regarding this matter at a mutually convenient time.

AHJ:gw
cc: F. B. Klaboe
F. D. Morgan

ALAN H. JOHANSEN
Staff Attorney

RECEIVED
FEB 10 1967
FORM E-30X—5011—7-66
FOR FILES

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1967

To: Mr. G.E. Rohde
Chief Counsel

BUILDING

SUBJECT: Structural Excavation Claims

Canyon Creek Pass-Azalea
Contract No. 6548

Azalea-Glendale Junction
Contract No. 6578
Douglas County

NOTED
J. B. KLABOE

Hamilton Construction Company, joint venture contractors on one of the subject projects, have now made claims in the amounts of $1,268.50 and $3,364.12 for structural excavation that they claim is eligible for reimbursement.

We have previously recommended against payment for this excavation, but left the way open for an adjustment in the price of other structural excavation which was paid for, because of a substantial underrun in the contract quantities. The contractor has not pursued the claim on that basis, but instead, seeks reimbursement for excavation in areas that we claim are not eligible for measurement and payment under the special provisions.

This same specification has been used on some other projects, so the potential amount of money involved is much larger than what has been presented here. The circumstances are pretty well set forth in our November 7, 1966 letter to the Division Office.

Would you please review this data and give us your recommendation on the validity of these claims.

F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:sg
Attachments

cc: F.B. Klaboe

RECEIVED
FEB 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 20 1967

FROM FILES
19

Copies to
Rhode.
Maehling
Morgan

Oregon I-5-2(38)88 2-17-67

FEB 4 1967

39-30

Honorable Wayne Morse
United States Senate
Washington, D. C. 20510

NOTED

Dear Senator Morse:

This supplements my letter to you of January 10, 1967, concerning the difficulties being encountered by Mr. Leland Stanford Johns on an Interstate freeway project in Douglas County, Oregon.

There is not much we can add to the information already given you by State Highway Engineer Forrest Cooper in his December 16, 1966, letter to Mr. Charles W. Brocks. The decision by the State Highway Department of Oregon not to allow the installation of a gravity flow waterline across State owned lands through a slide area is sound. The control of earth slides in mountainous areas is a difficult and perplexing problem. Should the State permit the waterline to be installed in such an area, a strong possibility exists that future slides would rupture the line, thus depriving Mr. Johns of his water supply. Additionally, the water from such a rupture would seep through the slide area and further complicate a very unstable condition. The State Highway Department is continuing to seek an amicable settlement with Mr. Johns. I am sure that the State of Oregon will, either through its administrative procedures or the courts, justly compensate Mr. Johns for any harm done to him by reason of the highway construction. Any payments the State should make to compensate Mr. Johns that are attributable to the highway construction are eligible for Federal-aid highway fund participation.

F. B. KLABOE

You also inquired about Public Roads policy with respect to the use of highway rights-of-way by private facilities, such as Mr. Johns' waterline. The policy followed by Public Roads for such matters stems from the provisions of Section 1.23, Title 23 of the Code of Federal Regulations for the Administration of Federal-aid for Highways. Section 1.23 provides that the right-of-way of Federal-aid projects be "devoted exclusively to public highway purposes". Exceptions to this requirement may be approved by the Federal Highway Administrator under certain conditions. For example, where requested by a State highway department, the Administrator may approve a nonhighway use of the Federal-aid highway right-of-way provided it can be determined "that such occupancy, use or reservation is in the public interest and will not impair the highway or interfere with the safe and free flow of traffic thereon". Under this rule, the use of public highway right-of-way for a private purpose can seldom be justified except in the most unusual circumstances.

On Federal-aid freeway projects, such as I-5 in Douglas County, even public utilities are not permitted to be installed along and within the freeway

right-of-way inside the control of access line except in extreme hardship cases where a showing is made that any other utility location is extremely difficult and unreasonably costly and the utility can be serviced without direct access from the freeway.

In weighing all of the foregoing considerations, the State has concluded that installation of the proposed gravity flow privately owned water facility along the west side of or within the freeway right-of-way does not warrant approval. From the information available to us, particularly the unstable side hill condition, we have no basis to question the State's decision.

I hope the above information is satisfactory to you. Should you desire more information on this particular case or on Public Roads policy with respect to highway rights-of-way, please advise.

Your file on this matter is returned as you requested.

Sincerely yours,

F. C. Turner

F. C. Turner
Acting Federal Highway
Administrator

Enclosures

RECEIVED
FEB 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 1 - 1967
FORM E-30 SDM 10-65 SP°23401-734

I-2(11)22
2C/1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 31, 1967

SUBJECT: State vs. Johns
Files L-4733, L-4752, L-4716, L-4728, R-39821

To: Mr. F. D. Morgan
Construction Engineer
S A L E M

Attention John Bond

On December 9, 1966 a full report on the irrigation system on the above subject property was sent to Mr. Jack Sollis and a carbon copy was directed to your office. Since this report, we have had a counter offer from Mr. Don Kelley, Attorney for the Johns interests, and a meeting with Mr. Kelley to determine their desires.

It was determined that there was a feasible route through a 48" culvert in the vicinity of LS 572+44, MP 229.96. This location was investigated by our District Maintenance Superintendent and a proposal in the form of a permit application was sent to Mr. Kelley for his study. This permit and the conditions thereof proved acceptable to the Johns interests and they have returned the permit with a cover letter which is attached for your information. It was explained to the attorney that this was merely a proposal to form a basis for settlement and there would have to be shown a mitigation of damages to the Bureau of Public Roads in order for them to allow this type of installation.

It appears that there are benefits to the State Highway Department in the settlement of these cases and it is my recommendation that we proceed with it under the conditions stipulated in the permit. If you concur after discussions with Mr. Jack Sollis, Staff Attorney who is handling this case, please submit the permits, after Bureau approval, through our regular channels.

J. B. BOYD
Assistant Division Engineer

NOTED
F. B. KLABOE

JBB/cw
Attach.
cc F. B. Klaboe
F. C. McKinney
Jack Sollis
A. L. Chapman
J. C. McCormick
L. W. Riley

RECEIVED
FEB 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L. W. RILEY

LAW OFFICES
LUOMA, KELLEY & WOODRUFF
SUITE 206 PROFESSIONAL CENTER
POST OFFICE BOX 837
ROSEBURG, OREGON 97470

GEORGE LUOMA
DONALD S. KELLEY
WARREN A. WOODRUFF

TELEPHONE 673-6641
AREA CODE 503

January 30, 1967

RECEIVED
JAN 31 1967
ROSEBURG R/W.

State of Oregon
State Highway Commission
Roseburg, Oregon

ATTENTION: Atley Chapman

Re: State of Oregon vs.
E. L. Johns, et al L-4733
E. L. Johns, et al L-4752
Leland S. Johns, et al L-4716
Leland S. Johns, et al L-4728

Gentlemen:

Please find enclosed Application and Permit re Highway Reference Map 8B-30-23 concerning the Azalea Interchange which E. L. Johns and Leland S. Johns have signed in quadruplicate which are enclosed herewith.

Two of these applications I note are signed by Jack L. McCormack, District Maintenance Superintendent and the other two copies do not have his signature.

We have taken the position that in that we made a proposed offer of settlement dated January 3, 1967 to you relative to this matter that the same has been accepted pursuant to the terms of our letter of January 3, 1967.

With this in mind, we are returning these papers directly to you with the understanding that if the application is approved by the State Highway Commission that this case will stand settled pursuant to our letter of January 3, 1967.

If, for any reason, these condemnation cases are not settled pursuant to our letter of January 3, 1967, the application and permit forms which we enclosed herewith are to be returned to this office. Not having heard from you to the contrary, however, I have advised our clients that the matter is in all likelihood settled.

Very truly yours,

LUOMA, KELLEY & WOODRUFF

Donald S. Kelley

DSK/c
Encls.

If all is OK we would like a copy for our file. D.S.K.

OREGON STATE HIGHWAY COMMISSION

SP*F72
Form E-457 (8-61)

APPLICATION AND PERMIT TO OCCUPY OR PERFORM OPERATIONS UPON A STATE HIGHWAY

Permit Number: _____

Name and Address of Applicant:

E. L. Johns & Leland S. Johns
P. O. Box 92
Lapine, Oregon

Applicant hereby applies to the Oregon State Highway Commission for permission to perform the following operations upon the right of way of the Pacific Highway, No. 1, Douglas county, [redacted]/near Azalea Interchange, and _____, as shown on the map or plan attached hereto and by this reference made a part hereof.

☐ Construct, operate and maintain a _____ pole line.

☐ Construct, operate and maintain a _____ buried cable.

☐ Construct, operate and maintain a _____ pipe line.

Highway Ref. Map No. 8B-30-23

☐ Erect and maintain a non-commercial sign.

☒ Miscellaneous operations and/or facilities as described.

POLE LINE, BURIED CABLE OR PIPE LINE TO BE CONSTRUCTED ALONG OR ACROSS SAID HIGHWAY AT:

Mile Post	to Mile Post	ENGINEERS Station	to Station	Side of Hwy. or Angle of XING.	DISTANCE FROM Centerline	DISTANCE FROM R/W Line	BURIED CABLE OR PIPE Depth	BURIED CABLE OR PIPE Size and Kind	Span Length

SIGN TO BE ERECTED ON SAID HIGHWAY AT:

Mile Post	Engineers Station	Distance from Highway Centerline	Side of Highway	Remarks

DESCRIPTION AND LOCATION OF MISCELLANEOUS OPERATIONS AND/OR FACILITIES

Install and maintain a 4" maximum irrigation pipe through 48" culvert located at Engineers Station Ls 572+44, M.P. 229.96, Pacific Highway.

Recommended for approval:

× Jack C. McDermand
District Maintenance Superintendent

Jay V. Boyd
Division Engineer

This permit is issued by the Commission subject to the terms and provisions contained herein and/or attached hereto; this permit is accepted and approved by applicant subject to said terms and provisions.

Applicant: × E. L. Johns

By: × L. S. Johns

Date of Application: _____

OREGON STATE HIGHWAY COMMISSION

By: _____
Assistant State Highway Engineer

Effective Date: _____

8V-174

T. 32S., R. 5W., W.M.

CANYON CREEK PASS – AZALEA SEC. PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 7
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS 36 & Index
8	OREGON	I-5-2(44)88		

CLEAR CREEK

Const. Type 2 Fence

Remove Road Appr.

"L" 539+00-"C" 26+25
Const. Guard Rail-5050' ★

PACIFIC HIGHWAY

"L" LINE

"C" LINE

6"-420'

6"-580'

6"-140'

8"-240'

8"-880'

6"-640'

591+00 Fail (See Sht. 6)

560' 565 570 575 580

"L" 570+10 Remove & Const. Steel Pipe-90' Install 48" Culv. Pipe-102' Trench Exc. 266 C.Y.

"L" 570+70 Abandon & Remove Steel Pipe-90' Salvage End Section

Const. Irrigation Ditch (For Quantity, See Sht. 8A)

Remove Exist. Gate

50' Easement R/W

"L" 579+55 Abandon 18" Corr. Steel Pipe-68' Salvage End Section, Rt. Inst. 24" Culv. Pipe-136' Const. Type 6-2M Inlet Inst. End Section, Lt. (Sta. 1+00) Under Po... 24" Trench Exc. ... C.Y.

Remove Concrete Reservoir

Const. Cutoff Ditch
Ditch Exc. 190 C.Y.

Const. Type 2 Fence

4" Irrigation Line
Sta. 572+92

Access Control Line

"L" 2° C.R.
Δ 67°49'40"
Ts Bk. 2003.45'
Ts Ah. 2125.45'

"E" 2° C.R.
Δ 68°08'00"
Ts 2138.72'

"L" 550+60-581+35
Inst. 6" Perf. Drain Pipe-780'
Inst. 8" Perf. Drain Pipe-2300'
Special Backfill 515 C.Y.
Trench Exc. 656 C.Y.

"L" 572+45 Inst. 48" Culv. Pipe-15' Const. Inlet Ditch Trench Exc. 242 C.Y. Ditch Exc. 40 C.Y.

"L" 572+30 Const. Type 6-2M Inlet Inst. 15' Culv. Pipe-8... Trench Exc. 1... C.Y.

"L" 581+35 Inst. 24" Culv. Pipe-102' Inst. End Section, Rt. (Sta. ...) Trench Exc. 61 C.Y.

240'

"L" 563+90 24" Corr. Steel Pipe-73' Extend 34' Rt. Salvage End Section Const. Type 6-2M Inlet Trench Exc. 15 C.Y.

"L" 566+20 Const. Subgrade Curb Inlet Inst. 6" Perf. Drain Pipe-... Special Backfill 140 C.Y. Trench Exc. 18 C.Y.

"L" 561+10 Abandon 18" Corr. Steel Pipe-... Salvage End Section

"L" 55... 24" Corr. Steel Pipe-... Extend 20' Rt. Salvage End Section Const. Type 6-2M Inlet Trench Exc. 10 C.Y.

Remove Bldgs. Shown Thus ⊡

1736.17

500' V.C.

Ground Line at "L" ℄

1730

Subgrade

Selected Subgrade

1720

Final Finish Grade 12" Rt. "L" ℄

Final Finish Grade 12" Rt. "E" ℄

"L" 585

-2.9972

1689.85

-3.2631

18"

17½"

1750 1700

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Canyon Creek Pass - Azalea		WEEK ENDING: January 28, 1967
		SECTION PREFIX: 610-1099
HIGHWAY: Pacific		COUNTY: Douglas
NAME OF JOB: Canyon Creek Pass - Azalea	KIND OF WORK: Grading, Paving, Structures & Signing	
CONTRACTOR: Slate - Hall	CONTRACT NUMBER: [redacted] 6548	FEDERAL AID PROJECT NUMBER: I-5-2(44)88
DATE OF CONTRACT: 2-24-65	DATE WORK STARTED: 3-8-65	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 1,998,062.38	SPECIFIED COMPLETION DATE: 7-1-66	PERCENT OF TIME ELAPSED: [illegible]
EXCLUSIVE OF ENGINEERING: $ 1,885,977.95	ENGINEERING AUTHORIZATION $ 142,084.43	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,841,330.81	ENGINEERING COST TO DATE $ 172,535.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 2 %	PERCENT OF AUTHORIZATION . . . 121 %	DATE PROJECT WAS COMPLETED: 8-19-66

Semi-final Estimate Submitted 11-15-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.81	3.81			3.81
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.81	3.81			3.81
TOTAL ESTIMATED QUANTITIES (CONTRACT)	885,300	124,500			56,516
TOTAL QUANTITIES CORRECTED TO DATE	831,732	117,833			54,764
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	831,732	117,833			54,764
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly Cloudy			
MONDAY	" "			
TUESDAY	" "			
WEDNESDAY	Cloudy			
THURSDAY	Rain- Prtly Cldy			
FRIDAY	Showers			
SATURDAY				

Routing

[illegible] Scott Wills Litchfield Olson

RECEIVED
JAN 1967
[illegible] RECORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Feild crew finished setting reference monuments on this project this week. Final Report

SIGNED R. L. Chapman LOCATION Grants Pass, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP1F218

RECEIVED
JAN 30 1967

I-5-2(44)88

6548

January 27, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed August 19, 1966, on Contract No. 6548. The contract was with Slate-Hall and was for grading, paving, structure, and signing on the Canyon Creek Pass-Azalea Section of the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective this date.

This will be presented for confirmation at the January 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg fn

RECEIVED
JAN 30 1967
FOR FILE

J-5-2(44)88
6544

January 27, 1967

Wells-Reed-Wood-West Company
412 Failing Building
Portland 4, Oregon

Seaboard Surety Company
415 Montgomery Street
San Francisco, California

Gentlemen:

Contract No. 6548 awarded to Slate-Hall, for grading paving, structure and signing on the Canyon Creek Pass-Azalea Section of the Pacific Highway in Douglas County was completed on August 19, 1966, and accepted by the Highway Commission on January 27, 1967.

Final payment in the amount of $56,863.01 will be released to the contractor after February 3, 1967. The total contract amount is $1,844,536.30 including $53,728.05 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Omary, Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: Slate-Hall
7805 S. W. 40th Avenue
Portland 19, Oregon

Great American Insurance Company
Pacific Ex Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

L. H. Young
C. H. Maison
Attn: John Herr

JAN 20 1967

FORM

I-5-(44)88

FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 18, 1967

To: Mr. L. W. Riley
R/W Supervisor
O F F I C E

SUBJECT: State vs. Johns
Files: L-4733, L-4752, L-4716
L-4728 and R-39821

Attached please find a copy of a proposed use permit for the Johns to run a 4" maximum size irrigation pipe through a culvert at Station 570 just 1200' northerly of the interchange at Azalea. The possibility of this seasonal permit was discussed with Mr. Donald Kelley in the company of Mr. Atley Chapman, Right of Way Agent. It should be explained to Mr. Kelley that this is merely a proposal to form a basis for settlement. His client should determine if the terms of the permit are satisfactory and that the installation as shown is satisfactory to his requirements.

Please make sure that Mr. Kelley realizes that this proposal will have to be referred to our Salem office and to the Bureau of Public Roads for their concurrence before any settlement can be finalized.

J. B. BOYD
Assistant Division Engineer

JBB/cw
Attach.
cc F. B. Klaboe
F. C. McKinney
Jack Sollis

NOTED
F. B. KLABOE

RECEIVED
JAN 19 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 6 - 1967

FOR FILING
I 5-2 (41)
L-4733
L-4752
L-4716
L-4728
R-39821

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1967

SUBJECT: State vs. Johns
Files: L-4733, L-4752, L-4716, L-4728 and R-39821

To: Mr. L. R. Chandler
Division Engineer
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Jay B. Boyd

Attached please find copy of a letter from Mr. Donald S. Kelley regarding the Johns' files.

I would appreciate it if you would talk to Mr. Kelley and find out exactly which culvert he is referring to; whether he wants to run the water pipe under the culvert or through the culvert; what months of the year the pipe would be through the culvert; and how big the pipe is to be.

Also, I will need to know if the ditch flowing into the pipe and the ditch at the other end of the pipe will be inside or outside the right of way, and your recommendations as to whether or not this should be allowed.

When you send in your report I would appreciate a sketch map of the situation Mr. Kelley has proposed so that we will be able to explain it to the engineers here.

NOTED
F. B. KLABOE

JACK L. SOLLIS
Staff Attorney

JLS:ks
attachment

cc: F. B. Klaboe
F. C. McKinney

RECEIVED
JAN 1 1967
OFFICE
STATE HIGHWAY

GEORGE LUOMA
DONALD S. KELLEY
WARREN A. WOODRUFF

LAW OFFICES
LUOMA, KELLEY & WOODRUFF
SUITE 206 PROFESSIONAL CENTER
POST OFFICE BOX 937
ROSEBURG, OREGON 97470

TELEPHONE 673-6641
AREA CODE 503

NOTED
JACK L. SOLLIS

RECEIVED
JAN 4 1967
OREGON STATE HIGHWAY DEPT.

January 3, 1967

State of Oregon
State Highway Department
Salem, Oregon 97310

ATTENTION: Jack L. Sollis
Staff Attorney

Re: State of Oregon vs.
E. L. Johns, et al L-4733
E. L. Johns, et al. L-4752
Leland S. Johns, et al L-4716
Leland S. Johns, et al L-4728

Dear Mr. Sollis:

I have conferred with our clients relative to the above condemnation suit which are now pending as well as one suit which we understand you have not yet filed. I am presently in the process of preparing answers to be filed in these actions but before proceeding further have now come up with an offer from our clients which we feel probably would be acceptable to the Commission. The proposal is for a total settlement for all cases concerned of $45,000.00 plus the right to run a water pipe line under the culvert north of the Interchange during the dry seasons of the year when water would be necessary.

My clients prefer to settle all cases together in one lump sum rather than to settle them separately.

The figure of $45,000.00 is considerably below the appraised figures of Joe Dent, the local qualified appraiser, and the appraiser used most often in this locality for court work.

To give you a run down on his appraised figures, they are as follows:

L-4733 - $2,000.00; L-4716 - $55,000.00; L-4752 - $20,900.00; and L-4728 - $1,500.00.

This makes a total of $69,400.00 on the four parcels presently under litigation and does not cover, of course, the one parcel upon which legal action has not been started.

However, as above mentioned, our clients will settle on all four parcels plus the parcel on which litigation has not been instituted for the sum of $45,000.00, plus the water access from the easterly side of the highway under the culvert as above mentioned. Would you please advise if the matter can be settled on these terms, and if so, would you prepare the necessary documents, and I can have our clients sign and dispose of these matters.

Thank you kindly.

Very truly yours,

LUOMA, KELLEY & WOODRUFF

By Robert D. Kelley

DSK/c

RECEIVED
DEC 19 1966
FOR FILING
I-5-2 (44)
6548

December 16, 1966

Mr. Charles W. Brooks
Executive Assistant, Oregon Office
of Senator Wayne Morse
706 United States Courthouse
Portland, Oregon 97205

Dear Mr. Brooks:

This is in response to your December 9 letter concerning a communication from Donald S. Kelley, attorney at law, Roseburg, to Senator Morse.

An identical letter was written by Mr. Kelley to Senator-elect Hatfield and I am enclosing a copy of a suggested reply to this letter, together with a copy of a transmittal letter from this Department to Mr. Warne Hunt.

I believe the letters are self-explanatory but add that this is a matter of negotiation between this Department and a property owner where certain granted rights have been extinguished because of land slide. The State's only recourse is to offer the property owner additional monetary remuneration and we are exerting every means to settle the problem in an amicable fashion. This has been a long and somewhat complicated problem but you are assured that we will do everything possible to see that the property owner is fairly compensated.

As requested, we are returning your copy of Mr. Kelley's letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosures

cc: R. L. Porter
Victor D. Wolfe
G. E. Rohde

RLP:ms bg

J. W. FULBRIGHT, ARK., CHAIRMAN
JOHN SPARKMAN, ALA.
MIKE MANSFIELD, MONT.
WAYNE MORSE, OREG.
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BOURKE B. HICKENLOOPER, IOWA
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KARL E. MUNDT, S. DAK.
CLIFFORD P. CASE, N.J.

United States Senate

COMMITTEE ON FOREIGN RELATIONS

CARL MARCY, CHIEF OF STAFF
ARTHUR M. KUHL, CHIEF CLERK

Oregon Office
706 U. S. Court House
620 S. W. Main Street
Portland, Oregon 97205

December 9, 1966

Mr. Forrest Cooper
State Highway Engineer
State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

You will find enclosed a copy of a letter Senator Morse received from Mr. Donald S. Kelley, Attorney, Roseburg, Oregon, regarding water rights of Leland Stanford Johns, et al. This is a matter that does not come within the jurisdiction of a United States Senator. However, in view of the fact the constituent has written it would be appreciated if you would advise Senator Morse, at this office, of any facts you might have on this.

Please return the enclosure with your comments at your convenience.

With kindest regards,

Sincerely,

Charles W. Brooks

CHARLES W. BROOKS
Executive Assistant, Oregon Office
of Senator Wayne Morse

CWB,mc
Enclosure

RECEIVED
DEC 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

GEORGE LUOMA
DONALD S. KELLEY
WARREN A. WOODRUFF

LAW OFFICES
LUOMA, KELLEY & WOODRUFF
SUITE 206 PROFESSIONAL CENTER
POST OFFICE BOX 937
ROSEBURG, OREGON 97470

TELEPHONE 673-6641
AREA CODE 503

November 29, 1966

Wayne Morse
United States Senator
Washington, D. C.

Re: State of Oregon, by and through its State Highway Commission, plaintiff, v. Leland Stanford Johns, Edison L. Johns and Thora Powell, et vir, defendants. Circuit Court, Douglas County, Case No. 28633, also State Highway Commission file No. R-37069

Dear Mr. Morse:

This firm represents the above plaintiffs involving a condemnation suit wherein the State of Oregon, by and through its State Highway Commission is taking certain property just north of the Azalea Interchange on Interstate 5 in Douglas County, Oregon. You probably are acquainted with the Azalea Interchange and are aware that just recently the State Highway Commission has brought this section of the highway up to Interstate 5 standards. In so doing, they have taken considerable property belonging to the plaintiffs above named, and have deprived the plaintiffs of their supply of fresh water which they heretofore acquired from a mountain stream north of the interchange. This water heretofore was piped from the mountain stream to plaintiffs' property alongside and west of Interstate 5.

We are trying to preserve for our clients the water line from this small mountain stream north of the interchange to property which our clients still retain at the interchange. Our clients would like to have the State Highway Commission bring the water by pipe line on the westerly side of the highway to the property at the interchange. In order to do this, however, it will be necessary that the pipe line be laid on State Highway property west of the traveled portion of the highway. The highway at this point cuts around a high hill and the hill is terraced in either two or three levels prior to getting down to the highway level. We have asked the State Highway Commission to run the pipe line along the lower level which is still some 50 feet above the main traveled portion of the highway.

The property west of the highway right of way is a very high hill and to run the pipe line over this hill and west of the highway owned property would require much pipe and expense in pumping.

If the State Highway Commission would permit our clients to run their pipe line along the lower level, opposite the highway and on the westerly side of the highway, then they could obtain a gravity flow of water from the mountain stream and the water would come to their property fresh and fit for drinking and other domestic purposes.

This pipe line, if buried at this lower level west of the highway, would not be visible from the highway and undoubtedly it would last as long as the highway was there.

The State Highway Commission has indicated to us that they are not permitted by Federal law under the Interstate Highway program to run a pipe line along and inside highway property except in certain unusual circumstances.

This mountain stream runs under the highway north of the Azalea interchange and the State Highway Commission wants to take the water by ditch from the stream east of the highway and run it down to the Azalea interchange east of the highway. Our clients' buildings and homesites are all west of the interchange. The Highway Commission then wants to have us pipe the water from this open ditch back under the highway by pump. One can see that if this is done, there are two main objections:

1. The water is already polluted, having been run into an open ditch along the highway, and

2. We are met with the problem of having to furnish electricity or gasoline power to force the water back up to the property on the west side of the highway.

On the other hand, if the water is kept under pipe from the mountain stream along the west side of the highway it will not become polluted and will reach the plaintiffs' property at the interchange in a state for domestic use, such as drinking, etc. Futhermore, this will be a gravity flow and there will be no need for any pump, either gasoline or electric. It is of prime importance to our clients that something be worked out so that they can be permitted to run the water pipe line along the lower level of the highway terrace and to come around the hill from the mountain stream and pipe their water on their property west of the interchange.

I understand that under certain conditions, the State Highway regulations can be modified and if you can do anything to assist our clients so as to permit this water pipe line to be installed along Interstate 5 at this lower level of the terrace it would be more than greatly appreciated.

The State is in the process of condemning this property and if the water pipe line was permitted to run west of the highway as above indicated, our clients would not want as much money for the taking of their property as they would have to ask if the water was run along a ditch on the easterly side of the highway and then pumped back up to their property on the west side of the highway. In other words, our clients do not want money, but want to preserve their present water system as it was before the highway has interferred with its use.

We thought perhaps you would know who the proper parties are to see relative to helping our clients. Would you please let us know if anything can be done, and if you need further information, we will be happy to supply the same.

Very truly yours,

LUOMA, KELLEY & WOODRUFF

By

DSK/c

RECEIVED
DEC 19 1966
FOR FILING
I-5-2(44)88
6548

December 16, 1966

Mr. Marne Nunn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Nunn:

Enclosed is a suggested reply to Mr. Donald Kelley's letter of November 29 re a condemnation suit for property required for the Azalea Interchange on I-5 in Douglas County.

As mentioned in the draft, in April of 1966, we reached a full settlement of the L. S. Johns case with George Lucas, Mr. Kelley's partner. By this settlement, in addition to payment of a considerable sum of money, the State agreed to grant the owners an easement to maintain an open water ditch similar to the one they used before, on State property outside the right-of-way of the Interstate Highway. Existing federal regulations prohibit private accesses and encroachments inside interstate rights-of-way.

Unfortunately, a slide occurred in the area across which the ditch was to be constructed. Obviously, we cannot allow additional water to be placed in a slide area through an open ditch or even by pipeline, since a future slide would destroy the pipe, as well as introduce more water.

Our Legal and Right of Way Division has been in constant communication with Mr. Kelley and Mr. Lucas, and we sincerely hope a new settlement can be reached in the very near future.

Very truly yours,

cc: R. L. Porter
Victor D. Wolfe
G. E. Rohde

Forrest Cooper
State Highway Engineer

Enclosure

FCM K:ks bg

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION

December 16, 1966

Mr. Donald S. Kelley
Attorney at Law
Post Office Box 937
Roseburg, Oregon 97470

Dear Mr. Kelley:

Upon receiving your letter of November 29, I contacted the Oregon State Highway Department.

I am informed that during April 1966, a complete settlement of the highway acquisition to which you refer had been reached between your clients and the Highway Commission. At that time, your clients were being represented by Mr. George Luoma. In addition to a cash consideration, the settlement would have granted an easement for your clients to maintain an open water ditch for approximately 3500 feet across state lands outside the interstate highway right-of-way, in much the same manner as they operated their previous water system.

Before the settlement could be completely consummated, however, an unavoidable and unexpected slide occurred which extended across the area of the proposed easement, as well as into the right-of-way of the Interstate highway.

I have been informed by the highway engineers that the slide area is extremely unstable and will be subject to future slides. As a result of this determination, it appears it will not be feasible to permit either an open or closed water system to be installed across the slide area, either outside highway right-of-way or inside the right-of-way.

In addition, it appears Bureau of Public Roads regulations do not permit private access to the interstate system.

I have been assured by the Highway Department, however, that it will continue, as in the past, to diligently work with you on this matter in an attempt to arrive at an amicable settlement for just compensation.

-4479

DEC 1-66

LAW OFFICES
LUOMA, KELLEY & WOODRUFF
SUITE 208 PROFESSIONAL CENTER
POST OFFICE BOX 937
ROSEBURG, OREGON 97470

GEORGE LUOMA
DONALD B. KELLEY
WARREN A. WOODRUFF

TELEPHONE [illegible]
AREA CODE 503

RECEIVED
NOV 30 1966
OFFICE OF
STATE HIGHWAY ENGINEER

November 29, 1966

Senator Elect
Mark Hatfield
State Capitol Building
Salem, Oregon

Re: State of Oregon, by and through its State Highway Commission, plaintiff, vs. Leland Stanford Johns, Edison L. Johns and Thora Powell, et vir, defendants. Circuit Court, Douglas County, Case No. 28633, also State Highway Commission file No. R-37069

Dear Mr. Hatfield:

This firm represents the above plaintiffs involving a condemnation suit wherein the State of Oregon, by and through its State Highway Commission is taking certain property just north of the Azalea Interchange on Interstate 5 in Douglas County, Oregon. You probably are acquainted with the Azalea interchange and are aware that just recently the State Highway Commission has brought this section of the highway up to Interstate 5 standards. In so doing, they have taken considerable property belonging to the plaintiffs above named, and have deprived the plaintiffs of their supply of fresh water which they heretofore acquired from a mountain stream north of the interchange. This water heretofore was piped from the mountain stream to plaintiffs' property alongside and west of Interstate 5.

We are trying to preserve for our clients the water line from this small mountain stream north of the interchange to property which our clients still retain at the interchange. Our clients would like to have the State Highway Commission bring the water by pipe line on the westerly side of the highway to the property at the interchange. In order to do this, however, it will be necessary that the pipe line be laid on State Highway property west of the traveled portion of the highway. The highway at this point cuts around a high hill and the hill is terraced in either two or three levels prior to getting down to the highway level. We have asked the State Highway Commission to run the pipe line along the lower level which is still some 50 feet above the main traveled portion of the highway.

The property west of the highway right of way is a very high hill and to run the pipe line over this hill and west of the highway owned property would require much pipe and expense in pumping.

If the State Highway Commission would permit our clients to run their pipe line along the lower level, opposite the highway and on the westerly side of the highway, then they could obtain a gravity flow of water from the mountain stream and the water would come to their property fresh and fit for drinking and other domestic purposes.

This pipe line, if buried at this lower level west of the highway, would not be visible from the highway and undoubtedly it would last as long as the highway was there.

The State Highway Commission has indicated to us that they are not permitted by Federal law under the Interstate Highway program to run a pipe line along and inside highway property except in certain unusual circumstances.

This mountain stream runs under the highway north of the Azalea interchange and the State Highway Commission wants to take the water by ditch from the stream east of tne highway and run it down to the Azalea interchange east of the highway. Our clients' buildings and homesites are all west of the interchange. The Highway Commission then wants to have us pipe the water from this open ditch back under the highway by pump. One can see the if this is done, there are two main objections:

1. The water is already polluted, having been run into an open ditch along the highway, and

2. We are met with the problem of having to furnish electricity or gasoline power to force the water back up to the property on the west side of the highway.

On the other hand, if the water is kept under pipe from the mountain stream along the west side of the highway it will not become polluted and will reach the plaintiffs' property at the interchange in a state for domesitc use, such as drinking, etc. Furthermore, this will be a gravity flow and there will be no need for any pump, either gasoline or electric. It is of prime importance to our clients that something be worked out so that they can be permitted to run the water pipe line along the lower level of the highway terrace and to come around the hill from the mountain stream and pipe their water on their property west of the interchange.

I understand that under certain conditions, the State Highway regulations can be modified and if you can do anything to assist our clients so as to permit this water pipe line to be installed along Interstate 5 at this lower level of the terrace it would be more than greatly appreciated.

The State is in the process of condemning this property and if the water pipe line was permitted to run west of the highway as above indicated, our clients would not want as much money for the taking of their property as they would have to ask if the water was run along a dtich on the easterly side of the highway and then pumped back up to their property on the west side of the highway. In other words, our clients do not want money, but want to preserve their present water system as it was before the highway has interferred with its use.

Although you have not yet taken your position in the Senate, it is hoped that perhaps you can be of assistance to our clients and prevail on the State Highway Commission to modify their plans so as to permit the pipe line to run by gravity flow along the west side of the highway.

Would you please let us know if anything can be done, and if you need further information, we will be happy to supply the same.

Very truly yours,

LUOMA, KELLEY & WOODRUFF

By

DSK/c

RECEIVED
DEC 15 1966
FORM E-30 5M 10-65 SP*23401-734
FOR FILING

I-5-2(44)88

6548

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 13, 1966

To: MEMORANDUM TO THE FILE

SUBJECT: State of Oregon vs.
E. L. Johns, et al. L-4733
E. L. Johns, et al. L-4752
Leland S. Johns, et al. L-4716
Leland S. Johns, et al. L-4728

On December 12, 1966, I discussed the Johns' files with Mr. Cooper following receipt of a map and letter from J. B. Boyd showing the situation that exists regarding the allowance of an irrigation pipe across the highway through a culvert or along the side of a hill on a bench inside the right of way line.

Mr. Cooper, after reading Mr. Boyd's report and reviewing the enclosed maps, was of the opinion that we should not attempt a settlement allowing the Johnses to reserve a water pipe through the drainage culvert at the interchange or on the upper or lower bench on the hill, but rather that we should reappraise the files and allow damages, if any, for the loss of the irrigation ditch easement and the possibility that some lands would no longer be irrigable due to the loss of water.

JACK L. SOLLIS
Staff Attorney

JLS:ja

cc: Forrest Cooper
R. L. Porter
G. E. Rohde
Frank C. McKinney

NOTED
FORREST COOPER

RECEIVED
DEC 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 7-66
RECEIVED
DEC 19 1966
FOR FILES
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
1 = 1(4-1) 88
6548

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 13, 1966

The Honorable John R. Dellenback
U. S. Congressman-elect
110 E. Sixth Street
Medford, Oregon

Re: State Highway vs. Johns
Files L-4716, L-4733 & L-4752

Dear John:

In reply to your letter of November 30, 1966, the facts concerning the above cases are as follows:

During April, 1966, this office worked out a complete settlement of the above cases with Mr. George Lucas and his clients, the Johns family. However, before the final papers were signed an unavoidable and unexpected slide occurred in the area where we were going to allow the Johnses to maintain an open ditch on state property outside the Interstate Highway right of way.

Our engineers have now determined that the entire hill where the slide occurred is unstable and will be subject to future slides. As a result of this determination, it will not be physically possible for either an open or closed water system to cross the slide area inside or outside the right of way line.

We have spent many hours diligently working on this problem with Mr. Lucas and his clients, and have certainly exerted every effort to reach a fair settlement. Mr. Kelly who has apparently taken over the case from Mr. Lucas, is well aware of this situation, as we have been in constant communication with him or Mr. Lucas since commencement of this litigation.

In addition to the above, a pipeline across the slide area, or even an open ditch facility, within the Interstate Highway right of way would appear, at present, to be in violation of the Bureau of Public Roads' regulations which limit private rights of access to an Interstate Highway. A copy of a portion of PPM 21-6.3 is enclosed herewith. Paragraph 10e(1) covers the limitation on access.

NOTED
R. L PORTER

As to contaminating the water by using an open ditch, to the best of my knowledge prior to our present construction the water supply to which Mr. Kelly refers was delivered a distance of approximately 5,550 feet in an open ditch, except for a short piece of corrugated metal pipe. Approximately 3,500 feet of this distance the ditch was within the previous right of way. Hence, it is now a little difficult for me to understand Mr. Kelly's present complaint concerning contamination that might be caused by an open ditch, when the originally planned facility was to replace in kind the one formerly used by Mr. Kelly's clients.

I assure you that we are now, as in the past, diligently attempting to work out an amicable solution to arrive at just compensation on this matter.

Yours very truly,

C. E. [redacted]
Chief Counsel

FCNick:hg
Enclosure

cc: Forrest Cooper
R. L. Porter
F. B. Klabee
F. D. Morgan
L. R. Chandler
J. B. Boyd

FORM E-30 50M 10-63 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 9, 1966

To: Mr. Jack Sollis
Staff Attorney
S A L E M

SUBJECT: Irrigation System
Johns et al Property
File No. 37069
Case No. 28633
Douglas County
Canyon Creek Pass-Azalea Section

In reply to your inquiry to which was attached a letter addressed to Senator elect Mark Hatfield by Don Kelley, Roseburg Attorney, regarding the above subject property and an irrigation proposal, the facts on this particular file and their chronology insofar as I can determine are as follows:

1. E. L. Johns et al apparently had rights of easement for an irrigation system across two parcels of land purchased by the Highway Department - Hanks File No. 37066 and Heath File No. 37061. This irrigation facility is colored in blue on the attached map.

2. The Highway Department began negotiating for the purchase of several parcels of property owned by the E. L. Johns et al interests. They are listed under Files 37069, 37064, and 37062. Apparently in the original studies, the interest in the irrigation system mentioned in Paragraph No. 1 was not taken into account.

3. On December 1, 1965, Mr. Dale Hill, Right of Way Agent, proposed in a letter to Mr. Frank McKinney that we would grant an easement across the Hanks property and the Heath property, which we now own in their entirety, and provide for the Johns' water right and diversion facilities in Clear Creek lying on the former Heath property. In the transmittal, a sketch map showing a reasonable line for this easement was included. At this time, Mr. Hill was submitting a map of a proposed location that had been checked by Mr. Al Chapman, Resident Engineer, which followed generally a line outside of the access control line. I have indicated in red this easement in an approximate location as the map is not readily available.

4. On April 21, 1966, a report of settlement was approved by the Commission in which a grant was included for the easement of the diversion dam, irrigation, and/or water pipe line.

NOTED
R. L. PORTER

5. On April 22, 1966, Mr. Hill was sent a letter by Mr. Frank McKinney agreeing to the grant of easement and submitting a legal document which stipulated the conditions under which the easement was to be granted.

6. During the summer of 1966 slide action developed in the vicinity of Station 560 and progressed away from the LS center line forcing remedial action involving the construction of two benches shown on my sketch map and severing the proposed easement line.

7. On October 10, 1966, George Luoma wrote to Mr. L. W. Riley suggesting that the only possible remaining settlement was to pump water from the lower side of the highway in the vicinity of the Azalea Interchange. Included is a sketch showing what Mr. Luoma was proposing in his letter; i.e., the passage of irrigation pipe through a drainage installation constructed at this location. This route, shown in red, was much too complex in that the pipe would have to be removed during periods of heavy runoff utilizing manholes with access control. I recommended at this time that we not consider this proposal. I did, however, at this time in my reply to Mr. Riley suggest an alternate that might have been possible - that of granting a temporary summer right for an irrigation pipe shown colored in green on the sketch map at Station 78+00. This proposal apparently was not to the satisfaction of the Johns' interests.

8. Now Mr. Kelley's letter of November 29, 1966 in which he proposes that we allow the Johns' interests to lay a pipe line on the lower bench of our cut section. This letter, which was not discussed with our right of way people, refutes my proposal for the irrigation line through the culvert at Station 78+00. He states his reasons why this is not to their liking on Page 2 in his fourth paragraph. One of the reasons is that the water would be polluted. It is my understanding from our right of way agents that included in the settlement was a sum to replace a domestic well and the purpose of the water being discussed was for irrigation only.

I have reviewed Mr. Kelley's proposal in the field as to placing a pipe line on our lower bench, as colored in orange, in the company with Mr. Al Chapman, Resident Engineer on the project, and it is my belief that we could not allow a pipe to be buried in this bench.

The bench drainage is eroding the surface at the present time, slide action is continuing and our maintenance forces will have to be able to begin remedial action on this cut slope in the spring. It is my belief that any pipe line in this area would be vulnerable to both erosion and damage from our maintenance forces. The same recommendation would hold for the upper bench as the slide action is even greater in the upper bench and we will for a number of years continue to maintain and remove slide materials when access is possible. Note that the crown of the slide is about 180' above Station 560 in elevation.

RECOMMENDATIONS:

I recommend that no facility of a permanent nature be allowed on the lower bench.

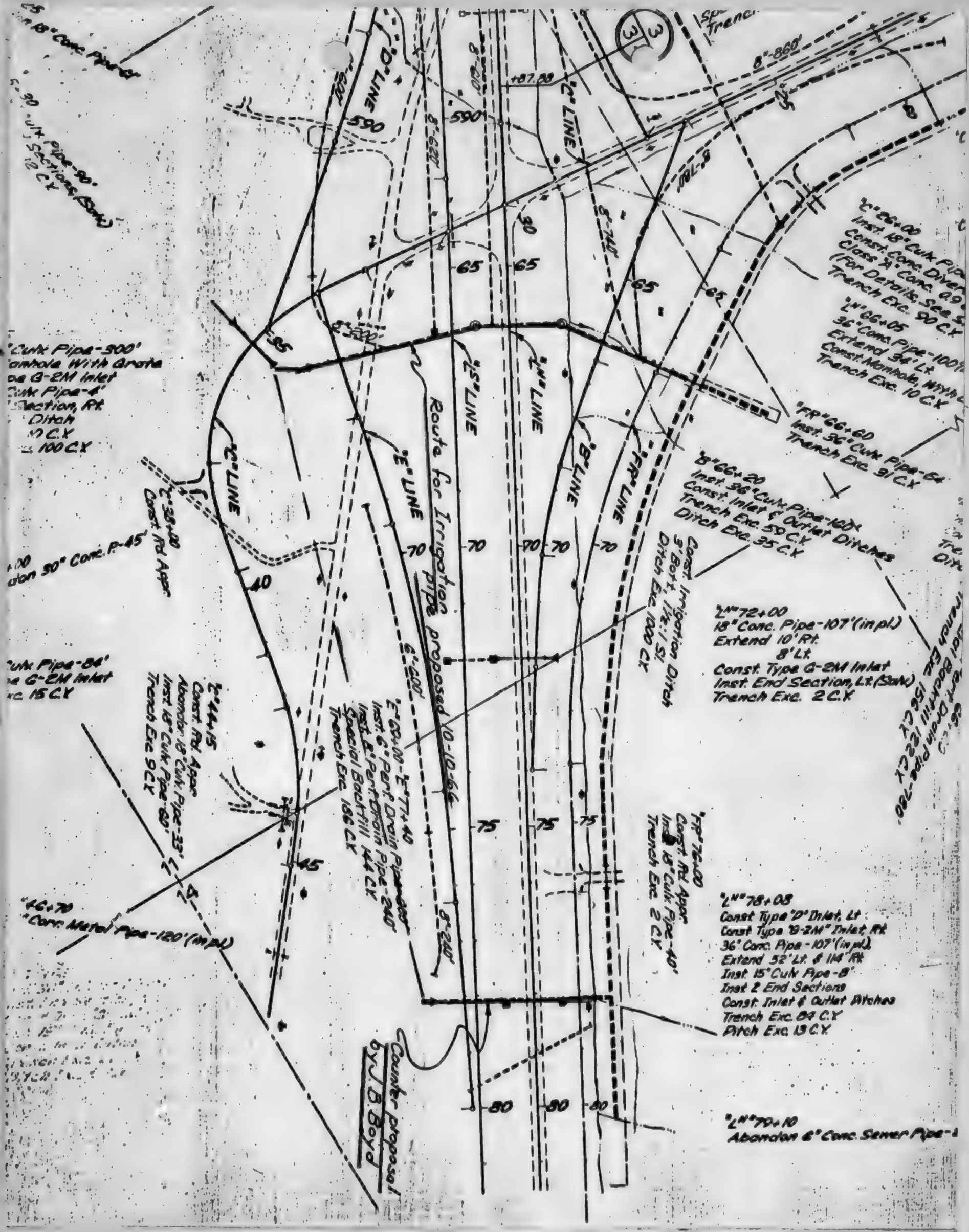
I would consider a proposal of a seasonal pipe line across the upper bench shown in green. This pipe line would have to be of a portable nature. It would have to be removed in the wintertime or during times of Highway Department maintenance and all water would have to be drained after the irrigation season was done in the fall.

The feasibility of routing a pipe line above the slide area appears, from a reconnaissance view, impractical. If someone wishes us to study this facet, we would be glad to but it appears that the height and the gradients involved would make the pipe line at 78+00 more feasible.

I trust that with the two sketches and the copies of the letter from Mr. Luoma dated October 10, 1966 you will be able to give Mr. Porter the details on this problem.

J. B. BOYD
Assistant Division Engineer

JBB/ow
Attach.
cc F. D. Morgan
F. C. McKinney
A. L. Chapman
L. W. Riley


"C" 26+00
Inst. 18" Culv. Pipe
Const. Conc. Diver
Class A Conc. a.g
(For Details, See S
Trench Exc. 90 C.Y.
"LN" 66+05
36" Conc. Pipe-100'
Extend 34' Lt.
Const. Manhole, MH-A
Trench Exc. 10 C.Y.
"FR" 66+60
Inst. 36" Culv. Pipe-Ex
Trench Exc. 31 C.Y.
"B" 66+20
Inst. 36" Culv. Pipe-100'
Const. Inlet & Outlet Ditches
Trench Exc. 59 C.Y.
Ditch Exc. 35 C.Y.
"LN" 72+00
18" Conc. Pipe-107' (in pl.)
Extend 10' Rt.
8' Lt.
Const. Type C-2M Inlet
Inst. End Section, Lt. (Stub)
Trench Exc. 2 C.Y.
"LN" 78+05
Const Type "D" Inlet, Lt.
Const Type "B-2M" Inlet, Rt.
36" Conc. Pipe - 107' (in pl.)
Extend 52' Lt. & 114' Rt.
Inst. 15" Culv. Pipe - 8'
Inst 2 End Sections
Const. Inlet & Outlet Ditches
Trench Exc. 84 C.Y.
Ditch Exc. 13 C.Y.
"LN" 79+10
Abandon 6" Conc. Sewer Pipe-
"FR" 76+00
Const. Rd. Appr.
Inst. 15" Culv. Pipe-40'
Trench Exc. 2 C.Y.
"LN" 72+00
Const. Irrig. Ditch
3' Bott., 1½:1 Sl.
Ditch Exc. 100 C.Y.
"C" LINE
"D" LINE
"E" LINE
"1ST" LINE
"2ND" LINE
"3RD" LINE
"4TH" LINE
Route for Irrigation pipe proposed 10-12-66
Counter proposal by J. B. Boyd
8"-860'
8"-620'
8"-590'
8"-240'
8"-300'
8"-780'
+87.88
590
65
70
75
80
85
90
40
45
Culv. Pipe-300'
Manhole With Grate
Inlet
Culv. Pipe-4'
Section, Rt.
Ditch
C.Y.
100 C.Y.
Culv. Pipe-84'
Inlet
C.Y.
"C"-38+00
Const. Rd. Appr.
Conc. P-45'
30" Conc. Pipe-
"LN" 44+15
Const. Rd. Appr.
Abandon 18" Culv. Pipe-33'
Inst. 18" Culv. Pipe-60'
Trench Exc. 9 C.Y.
"E" 69+00-"E" 77+40
Inst. 6" Perf. Drain Pipe-240'
Inst. 6" Perf. Drain Pipe-240'
Special Backfill 144 C.Y.
Trench Exc. 186 C.Y.
"LC" 70
Conc. Metal Pipe-120' (in pl.)

RECEIVED
NOV 9 - 1966

SP°18102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 7, 1966

6548

To: Mr. L.E. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

ATTENTION: Mr. John Quiner II
Assistant Division Engineer

SUBJECT: Canyon Creek Pass-Azalea
Contract No. 6548

Azalea-Glendale Junction
Contract No. 6578

Douglas County

The following is in response to your September 30 letter and Hamilton Construction Company's September 27 letter, in which they complain of the structural excavation compensation on the above two contracts.

I have discussed this with the specifications writers and with Bridge Engineer Merchant. We believe the intent of the structural excavation special provision (105-4.3) is clear. Although an additional explanatory paragraph was used in the Canyonville-Bear Gulch specs, it is mostly superfluous. The spec writers deliberately dropped it as being unnecessary. In other words, by limiting the pay excavation to that "below original ground line", fill areas are thereby excluded. It doesn't seem necessary to elaborate on this by stating that fill material is something other than original ground. Our first point then is that we believe the specification is clear.

The second point, therefore, must be concerned with the heavy underrun in the actual structural excavation quantity from the bid quantity. Additional compensation on this would have to be determined in accordance with Articles 3-2, 4-2, and 9-5. We apparently really made no appreciable alterations in the details of the work. The underrun results from what might be called an erroneous bid quantity rather than from dimensional changes during the actual construction. The question is whether the underrun changed the contractor's unit cost. It would seem if the equipment and personnel employed in doing the structural excavation work were utilized during the project on other items, that there would be no change since the structural excavation is a comparatively small percentage of the total structure cost.

We do not believe the contractor's argument relating to Section 106, the specification for incidental structures excavation, is valid. The measurement and payment of the section 105, structural excavation, must be considered on its own merits.

As for the method of staking the fills at the ends of structures, it would seem very impractical to try and incorporate in the original fill staking the cutout footing sections above the toe. The fill stake merely tells the contractor where the toe of the fill is and the slope and height to reach subgrade.

I understand the A.G.C. has recently brought forth this structural excavation payment matter. The present outlook seems to be that we will revert to the Standard 1964 Specifications, which permit payment for structural excavation in a fill. Some most recent jobs are on that basis. There will probably still be some exceptions covered by special provisions. However, this is not pertinent to the subject contracts.

It would only be confusing to send you the typical section sketch that we mentioned on the telephone because some of the information thereon is subject to change and not directly applicable to the subject complaint.

The contractor made no specific claim and the reply should originate in the field. At this point, we recommend against additional payment but would give it further consideration if the contractor can show an increase in his actual unit cost arising from the quantity underrun.

F.D. Morgan
Construction Engineer

By
John A. Bond
Staff Assistant

JAB:sg

cc: F.B. Klaboe
I.D. Merchant

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 7 - 1966

FOR FILING I-5-2 (44) 88

6548

October 7, 1966

#11

State-Hall
7805 S. W. 40th Avenue
Portland 19, Oregon

Gentlemen:

The State Highway Commission at its meeting on October 6 considered your request for an extension of time on Contract No. 6548 on the Canyon Creek Pass-Azalea Section of the Pacific Highway in Douglas County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to August 19, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc L. R. Chandler
A. L. Chapman
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

RECEIVED
SEP 19 1966
FOR FILING

September 16, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 11
October 6, 1966 meeting

Gentlemen:

The Slate-Hall Company, contractor on the Canyon Creek Pass-Azalea Section of the Pacific Highway, Douglas County, Contract No. 6344, has requested an extension of time from July 1 to August 15, 1966.

The request is based on slide correction work and the installation of a special culvert inlet protection screen. These items were extra work added to the contract in its latter stages. The regular contract work was virtually complete by the time specified. Due to a delay in securing the necessary steel for the culvert inlet installation, the actual completion date for all work was August 19, 1966.

It is recommended that the contract completion date be extended to August 19, 1966, which will eliminate all liquidated damages.

This is an Interstate project and we have Bureau of Public Roads concurrence.

This matter will be on the agenda for the October 6 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

JAB:bjm bg

Form 68-121
(11-63)
(Pres. by
A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 12, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-2(44)88
Canyon Creek Pass-Azalea Section
Request for time extension

We hereby concur in the extension of project completion date to August 19, 1966, as requested in your letters of September 1, 1966 and September 9, 1966.

cc:
Region

cc Bond
Young
Maison
9-15-66

RECEIVED
SEP 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1966

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer

B U I L D I N G

SUBJECT: Extension of Time
Canyon Creek Pass-Azalea
Pacific Highway
Contract No. 6548

Attached is a request from Slate-Hall Company, contractor on the subject contract for an extension of the specified completion date from July 1 to August 15, 1966. The contractor's request is based on slide removal work, work added to the contract by price agreement and late seeding and mulching of the slide areas.

The contractor completed all contract work on or prior to July 1, 1966 (the specified completion date). The only work remaining then was added work being done by price agreement and extra work order. Price Agreement No. 10 involved the construction of a trash rack and head wall for a culvert and could not be completed until reinforcing steel had been delivered. This was completed August 19, 1966. The extra seeding and mulching on slide areas was accomplished under an extra work order and was completed July 5. This contract is covered by the 1964 Standard Specifications and delays arising from changes in the plan or quantities is a valid reason for extension.

The original completion date for this contract was July 1, 1966. Because of the late work added to the contract by price agreements and extra work orders we recommend that the completion date be extended to August 19, 1966. This will eliminate all liquidated damages. (30 days = $10,000)

This matter has been discussed with the Bureau of Public Roads Ass't. Area Engineer who agrees that an extension for work beyond the original scope of the contract is a justifiable reason for an extension.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

RECEIVED
AUG 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:nh
Attachments
cc: L. H. Young

OREGON STATE HIGHWAY COMMISSION

CONTRACTORS REQUEST FOR EXTENSION OF TIME TO
COMPLETE CONSTRUCTION CONTRACT

Oregon State Highway Commission,
Salem, Oregon.

Date June 23 19 66

Gentlemen:

We, the undersigned, respectfully request an extension of 45 days time, from July 1, 19 66, to August 15, 19 66, within which to complete our Contract No. 6548, described as follows:

CANYONCREEK PASS-AZALEA SECTION
Pacific Highway, Douglas County
I-5-2(44)88 -

The above request is based upon the following reasons:

1) It became necessary to remove a slide of approximately 125,000 cubic yards that was not authorized until May 11, 1966 as shown on Price Agreement No. 9 dated May 11, 1966.
2) Trash Rack on Price Agreement No. 10 was not actually authorized until June 13th that required steel that is not available until July 15, 1966.
3) The Seeding and Mulching subcontractor will not be able to get the material to seed and mulch the slide area until some time in July 1966.

Our contract items under the original contract will be completed by July 1, 1966 and we request semi-final be issued on this project, returning the portion of retained percentages under the terms of the contract.

Respectfully submitted,

SLATE-HALL
Contractor

By Leonard A. Runkle
Leonard A. Runkle, Partner

CONSENT OF SURETY

Date June 23 19 66

We, GREAT AMERICAN INSURANCE COMPANY and SEABOARD SURETY COMPANY, as equal Co-Sureties on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY

By
Attorney-in-Fact

COUNTERSIGNED: WELLS-REED-WOOD-WEST CO.

By
Resident Agent

SEABOARD SURETY COMPANY

By
Attorney-in-Fact

COUNTERSIGNED: HANSEN & ROWLAND, INC., (of Oregon)

By
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6548 Contractor Slate-Hall

Highway Pacific

Section Canyon Creek Pass - Azalea

Kind of Work Grading, Paving, Structure and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Due to late slide work and culvert inlet protection work added in the latter stages of the contract.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 6548

Project designation I-5-(44)88 (State-Federal)

Date awarded 2-24-65

Work started 3-8-65

Per cent completed 99% 7-10-66 (Date)

No. of Workdays Allowed ~~to~~ 7-1-66

No. of Workdays Used to date

No. of Added Workdays Requested 8-15-66.

I-2-2(44)22

6248

TIME EXTENSIONS APPROVED - HIGHWAY COMMISSION 10-6-66

Construction Items on Federal-aid Contracts

Agenda No.	Contract No.	Locality	Extension Granted: Penalty Days	Amount	B.P.R. Participation
1.	6[illegible]	Jewell Valley Rd.-[illegible]	25*	$5,200	Partly Sec. All Assumed
[illegible]	[illegible]	Crystal Springs-Rocky Point	16	$1,[illegible]	Secondary All Assumed
[illegible]	[illegible]	Dogleson Corner-[illegible] Rd.	24	$1,[illegible]	Secondary All Assumed
4.	[illegible]	Canyon Creek Pass-[illegible]	50*	$10,[illegible]	All

* Extension covers all time to actual completion, leaving no penalty.

cc: [illegible]
L. A. Young
C. H. Watson
J. A. Bond

JAB:rw

FORM E-123X 50M 4-63

RECEIVED
SEP 13 1966
FOR FILE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-2 (44) 88
6-48

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 9, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Re: Request for Time Extension
Canyon Creek Pass-Azalea
Pacific Highway
Oregon Project I-5-2(44)88

Dear Sir:

This letter is in responce to your verbal request for further information and reference is made to our September 1, 1966 letter concerning the subject time extension.

The major reason completion of this contract exceeded the specified completion date was due to delay in construction of a special culvert inlet trash screen. The necessity for this trash rack was first determined in March, 1966. On March 30, 1966 the matter was discussed with the District Engineer and advance approval for the design was obtained at that time. The trash rack inlet was subsequently designed and a price agreement was prepared on May 13, 1966. On May 26 the price agreement was granted tentative approval by the District Engineer. The price agreement was submitted to your office for formal concurrence on June 8 and an approved copy of the price agreement was returned to the contractor on June 13. The subcontractor for this work immediately ordered the steel required. The steel was delivered to the project on August 12, 1966. This delay of two months in delivery time is a normal delay. The contractor completed the trash rack on August 19, 1966.

The delay in completion of this work is not due to any fault of the contractor, but was due to the late decision by the State as to the need for the trash rack and the time required to prepare the design.

Since these delays were caused by the State and this was extra work performed under a price agreement, we again request your concurrence in extension of the project completion date to August 19, 1966.

Very truly yours,

F. D. Morgan
Construction Engineer

By

ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Ass't. Construction Engineer

DES:nh

cc: E. B. Klaboe
L. H. Young
L. R. Chandler

RECEIVED
SEP 6 - 1966
FOR FILING
I-5-2(44)
6548

September 1, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Request for Time Extension, Canyon Creek
Pass-Azalea Section, Pacific Highway,
Douglas County, Project No. I-5-2(44)88

We have received from the Slate-Hall Company, contractor on the subject project, a request for an extension of the specified completion date from July 1, 1966, to August 15, 1966.

The contractor's request was submitted prior to the specified completion date, but was intended to cover all the penalty time. The project was actually completed August 19, 1966.

The request is based on time required to perform extra work added to the contract in its late stage by Price Agreements and Extra Work Orders. This work consisted of removal of slide material, seeding and mulching of the slide work areas, and installation of a special culvert inlet protection trash screen. The slides occurred during the winter of 1965-66. The contractor made a special effort to complete all work, including the added slide work, prior to July 1 and only some minor items remained at that time. The seeding and mulching were completed July 5. The rest of the delay in completion arises from the trash screen installation. The necessary steel for it would not be secured until the middle of August and it was completed August 19.

We recommend that the contract completion date be extended to that date (August 19, 1966) and ask your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

JAB:bjm srb

RECEIVED
SEP 20 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, Member
WASCO
DAVID B. SIMPSON, Member
PORTLAND
I-5-2(44)88
6548

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 23, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 19, 1966, on Contract No. 6548, Canyon Creek Pass-Azalea Section, in Douglas County, in connection with Federal-Aid Project No. I-5-2(44)88.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 9-9-66

Conditions noted on above date:

This project has been satisfactorily completed inspected on September 8, 1966

A. W. Parsons
Division Engineer

By: ME Martin
M. E. Martin
District Engineer

Report to Young
9-19-66

RECEIVED
JUL 18 1966
FOR FILING

Routing: Morgan, Decker, Perbee, Walker, Glenn, Swan, Pease, Morelock, Trout, Scott, Wills, Litchfield, Olson

RECEIVED
JUL 7 1966
CONSTRUCTION DIVISION

I-5-2(44) 8X

6:-1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1966

To: Mr. F. D. Morgan
Construction Engineer

Building

SUBJECT: ~~M-3D-2~~
Coaxial Cable Break
Y/F 98254
Station 551+50
Canyon Cr. Pass-Azelea Section
Pacific Highway
Slate-Hall, Contractor

NOTED
F.B. KLABOE

We have investigated the circumstances surrounding the severing of a coaxial cable at Station 551+50 by an employee of the contractor Slate-Hall.

It appears from the investigation that a foreman of the contractor asked one of our inspectors if he could do some ripping in preparation for excavating to put in some perforated pipe. He did not specify the area they were going to rip in or when they were going to do it. The contractor's employee subsequently went ahead and commenced ripping operations and ripped up the cable of the phone company and severed it.

Our engineers in the field informed us that it is standard operating procedure that when a contractor is doing any work in the vicinity of an underground cable that they notify both our inspectors and the utility's inspectors so that the exact location and depth of the cable can be pointed out to them. This was not done in the initial case.

Our engineers have informed us that it is customary to have drain pipes staked in the field but this had not been done at the subject location.

The special provisions of the contract called the contractor's attention to the cable crossing that would be relocated and both the foreman and the general superintendent of the contractor observed the work being done when the cable was being relocated, and therefore were aware that the cable had not been relocated at this particular spot and also there were markers by the side of the stakes on each side of the right of way to indicate a cable crossing.

It is our recommendation therefore, based on the investigation that has been made, that we deny all responsibility for the severing of the cable by the contractor.

Jack L. Sollis
JACK L. SOLLIS
Staff Attorney

RECEIVED
JUL 1966
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:ja

cc: G. E. Rohde
Ted Litchfield

FORM E-123

RECEIVED
JUL 7 1966
FOR FILING

I-5-2(44)88

6548

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
REDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. PHIPPS, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
[illegible], 1966

Pacific Northwest Bell
421 S. W. Oak Street
Portland, Oregon 97204

Attention: Mr. H. C. Nelson

I-5-2
Coaxial Cable Break
I/C 98254
Location 551+50
Canyon Cr. Pass-Azalea Section
Pacific Highway

Gentlemen:

In answer to your five questions in your letter of January 25, 1966, the following [illegible].

The answers are [illegible]:

1. Your inspector, Mr. Rodde, has this information.
2. Not determined [illegible] time of accident.
3. We do not know.
4. Unknown.
5. No.

NOTED
F. B. KLABOE

Very truly yours,

J. L. ROHDE
Chief Counsel

By Jack L. Lollis
JACK L. LOLLIS
Staff Attorney

JLL:ja

cc: Frank C. McKinney
F. B. Klaboe
L. R. Chandler
H. H. Luckleman
H. M. Fillmore

RECEIVED
JUL 6 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 24 1966

1

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Const

TO Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 17, 1966

In reply refer to: 08-35.7

SUBJECT: Oregon Project I-5-2(38)88
Canyon Creek Pass - Azalea Section

Returned herewith are approved right of way plan sheets 6 and 7. Approval is with the understanding that the area outside of the access control line, shown as the Williams file 37067, is excess to the needs of the highway construction and is not being claimed for Federal-aid.

Please send us a corrected sheet No. 7 coloring only the portion of Parcel 37067 that is within the access control line.

Enclosure

REFERRED TO
Wlmd
BY ASST. STATE HWY. ENGR.
6-24-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required. Original signed by
Date JUN 30 1966 By M E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Canyon Creek Pass - Azalea Date May 26 1966

Highway Pacific Contract No. 6548

County Douglas Prefix 610-1099

Contractor Slate - Hall F. A. Project No. I-5-2(44)88

Address 7805 S.W. 40th Avenue, Portland, Oregon Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct concrete diversion box in irrigation ditch for L. S. Johns. This box to replace diversion box and dam in irrigation system taken for R/W purposes.

Location by station numbers:

Lft. side of station 70 plus or minus

Estimate of quantities and cost:

Materials and supplies	$80.00
Labor	90.00
Contractor's percentage (15%)	25.50
TOTAL	$195.50

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Sub-contractor has moved concrete mixing equipment from project and we could not agree on a unit price for a price agreement. No unit bid price for this type of box in this contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,998,062.38
Present estimate of project cost, including $195.50 for work under this order	$2,063,062.38
Expected ~~xxxxx~~ over-run amount	$65,000.00
Expected ~~xxxxx~~ over-run per cent	3.25%

Space to right of this line is for use of Salem Office

Submitted by: /s/ A. L. Chapman, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or ~~xxxxxxxxx~~

Approval Recommended: /s/ John Quiner, II Ass't Division Engineer

Approved: /s/ L. H. Young ~~xxxxxxxxxxxxxxxxxx~~ Deputy State Highway Engineer or Office Engineer.

EP-~~xx~~1-TM

Orig to Young 6-15-66

Form E-208—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project G-1-P

MAY 3 1966 WE Martin

Project Name Canyon Creek Pass - Azalea Date May 11 1966

Highway Pacific Contract No. 6548

County Douglas Prefix 610-1099

Contractor Slate - Hall F. A. Project No. I-5-2(44)88

Address 7805 S.W. 40th Ave., Portland, Oregon Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Clear slide area on right Ls 555 to 565 and proposed fill area on left Ln 545+00 - 575+00. Pioneer slide for grading equipment. Salvage and re-install 135 rods type II fencing. Re-finish slopes between Ls and Ln lines. Furnish flagging as needed to control traffic.

Location by station numbers:

545+00 - 575+00

Estimate of quantities and cost:

Equipment Rental	$11,800.00
Labor	5,600.00
Flagging (Labor)	2,400.00
Contractor's Percentage (15%)	2,970.00
Total	$22,700.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Slide developed during the past winter after grading completed. Slide to be removed by contractor at unit bid prices for excavation and haul.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,998,062.38
Present estimate of project cost, including $22,700.00 for work under this order	$2,063,062.38
Expected ~~over-run~~ amount	$65,000.00
Expected ~~over-run~~ per cent	3.25%

Space to right of this line is for use of Salem Office.

Submitted by: /s/ A. L. Chapman, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, ~~Chief Clerk~~ Office Engineer.

EP-208 (8)

Price & Warren 5-25-66

Form E-200—534

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon the filing of
project agreement if required
MAY 1-P 1966
[illegible]

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

U.S. Bureau of Public Roads
May 10, 1966

Project Name Canyon Creek Pass - Azalea — Date May 10, 1966

Highway Pacific — Contract No. 6548

County Douglas — Prefix 610-1099

Contractor Slat[illegible]-Hall — F. A. Project No. I-5-2(44)88

Address 7805 S.W. 40th Avenue, Portland, Oregon — Order No. 8 Supplement #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair Storm Damage

Location by station numbers:

441+00 - 104+50

Estimate of quantities and cost:

Previously Approved		$11,976.59
Additional Requested Supplement #1:		
Equipment Rental	$4,760.00	
Labor	2,530.00	
Contractor's Percentage	1,093.50	
Total Additional		8,383.50
TOTAL		$20,360.09

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Reasons for overrun of original estimate:
Three small "pop-out slides have developed since submission of original request. Additional damage to drains & pipes discovered. Shortage of rock at original site caused longer haul than expected.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,998,062.38
Present estimate of project cost, including $ 8,383.50 for work under this order	$1,998,062.38
Expected under-run / over-run amount	$ —
Expected under-run / over-run per cent	—

Space to right of this line is for use of Salem Office

Submitted by: /s/ A. L. Chapman, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd, Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

SP*6291-734

RECEIVED
FEB 17 1966
HIGHWAY FILING

I-5-2 (44) 88

APPROVED
Contingent upon verification of project [illegible]
FEB 4 1966
Date
G 1-p U.S. Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Canyon Creek Pass-Azalea Date February 2, 1966

Highway Pacific Contract No. 6548

County Douglas Prefix 610-1099

Contractor Slate-Hall F. A. Project No. I-5-2(44)88

Address 7805 S.W. 40th Ave., Portland, Oregon Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair Storm Damage
(see attached sheet for breakdown of work to be done.)

Location by station numbers:

441+00 to 104+50

Estimate of quantities and cost:

Labor	$ 3,614.03
Equipment Rental	6,800.40
Contractor's Percentage 15%	1,562.16
	$11,976.59

(see attached sheet for extimate breakdown)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This order is for reapiring damage caused by recent storm and riprapping damaged areas to prevent repeat washing. Can best be handled by this method. Work has not begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,998,062.38	
Present estimate of project cost, including $11,976.59 for work under this order	$1,998,062.38	
Expected under-run / over-run amount	$ None	
Expected under-run / over-run per cent	None	

Submitted by: /s/ A. L. Chapman, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer or State Highway Engineer or Office Engineer.

State Printing

2-17-66

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NOV 9 - 1965

FOR FILING
I-5-2(44)88
64 41

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required,
Date OCT 26 1965 By ME Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Canyon Creek Pass-Azalea ..... Date October 20, 1965

Highway Pacific ..... Contract No. 6548

County Douglas ..... Prefix 610-1099

Contractor Slate-Hall ..... F. A. Project No. I-5-2(44)88

Address 7805 S.W. 40th Ave., Portland, Oregon 97219 ..... Order No. 1 - Supplemental

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging (State's share) for protection of the traveling public during construction of the project.

Location by station numbers:

Throughout project

Station 427+00 thru equation to Station 104+50

Estimate of quantities and cost:

Flagging (State's share) this order	$ 5,000.00
Original order	5,000.00
Total Flagging	$10,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Participating item of labor to be used when and where necessary as directed by the engineer. Original authorization insufficient to cover total needs.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,998,062.38
Present estimate of project cost, including $ 5,000.00 for work under this order	$1,998,062.38
Expected under-run / over-run amount	$ none
Expected under-run / over-run per cent	none

Space to right of this line is for use of Salem Office

Submitted by: /s/ H. M. Fillmore, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd, Assistant Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Young L. 11-9-65

Form E-208—634

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 9 1965 BG 1P
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Canyon Creek Pass-Azalea Date September 9, 1965

Highway Pacific Contract No. 6548

County Douglas Prefix 610-1099

Contractor Slate-Hall F. A. Project No. I-5-2(44)88

Address 7805 SW 40th Portland, Oregon Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Clean out 84' existing 24" C.M.P.

Location by station numbers:

Station Ln 483+75

Estimate of quantities and cost:

Equipment	$100.00
Materials	25.00
Labor	75.00
Total	$200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Existing pipe to be extended and dumps into manhole, thence thru about 700 ft. of 30" pipe. It is about 1/3 full of granite and serves a critical area left of Ln. Can best be handled by this method, work has not begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,998,062.38
Present estimate of project cost, including $200.00 for work under this order	$1,998,062.38
Expected under-run / over-run amount	None
Expected under-run / over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: /s/ H. M. Fillmore
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer or Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
OCT 8 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-3(11) 82
6548

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 5, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

NOTED
F. B. KLABOE

RE: Concrete Aggregates
Graves Creek and Cow Creek Sources

PROJECT	CONTRACT NO.
Graves Cr.-Jumpoff Joe Cr.	6470
Coyote Cr.-Grave Creek	6490
Glendale Jct.-Coyote Cr.	6519
Canyon Creek Pass-Azalea	6548
Canyonville-Bear Gulch	6571
Azalea-Glendale Jct.	6578
Grave Creek	6643

Considerable difficulty has been encountered obtaining both the specified strengths and the 5 - 8 per cent entrained air on the concrete for structures on the above-named projects. Placing of P.C.C. pavement to be done next spring will also utilize aggregates from the Cow Creek source. The results of field and laboratory tests are contained in the attached reports by Mr. O. A. White, Engineer of Materials and Research.

The results of these tests indicate that consistent strengths above 3300 psi cannot be obtained using these aggregates at any air content. Consistent strengths of course are of primary importance. There are, however, other benefits derived from entrained air which are desirable, especially on structures. One of these is the resistance to the action of salts.

Although freeze and thaw cycles are relatively few in the locale where these aggregates are to be used, the roadways, curbs and sidewalks of structures are the first to be affected by these cycles and are the only areas where salt will be used as a safety measure by our maintenance forces. This factor therefore is of considerable concern to our Bridge Department.

Your concurrence in the following course of action is therefore requested:

1. Reduction in specified entrained air content from 5 - 8 per cent to 3% ± 1%. The results of tests taken on a sufficient number of additional pours on structures observed to determine if specified strengths can be consistently obtained.

2. If specified strengths are not substantially maintained, we will then determine what additional corrective measures are to be made.

Laboratory tests indicate strengths can be obtained by eliminating the air entrainment entirely. This would be most effective on the P.C.C. pavement where the use of salt is not used extensively and, as it will not be placed until next spring, we should have sufficient time to review the results reducing the air content. The air content specified for P.C.C. pavement is 3 - 6% and the deleting of this specification possibly would not be required.

There are surface treatment which can be applied to the affected areas of structures to resist the action of salts. The type of treatment, how extensive it will have to be applied, and additional costs involved can then be determined if the specified strengths cannot be maintained at the reduced air content.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

MDG:fp
Enc.
cc F. B. Klaboe
L. P. Shaw
Ivan Merchant
A. A. Rear
O. A. White

RECEIVED
OCT 5 1965
OFFICE
STATE H.O.

RECEIVED
OCT 4 1965
FORM 2.301 5M 3-65 45000

FOR FILING
I-5-2(44)88

65-18

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1965

SUBJECT: Concrete Aggregates: Graves Creek and Cow Creek Sources

To:

Frank Morgan
Construction Engineer
Office

REF: Memo Dated September 10, 1965

Referenced memo indicates 7 day strength tests on concrete using washed and unwashed Cow Creek aggregate (Chart III). Twenty eight days strength tests have been made. The results are as follows:

	Washed	Unwashed
	3075 p.s.i.	2880 p.s.i.
	3255 p.s.i.	3090 p.s.i.
Average	3165 p.s.i.	2985 p.s.i.

Also, 7 day strength tests were indicated on concrete using Graves Creek Material without air entraining agent. Twenty eight day test results are:

	4935 p.s.i.
	4830 p.s.i.
Average	4880 p.s.i.

LLOYD R. SEELY

O A White

O. A. WHITE
Engineer of Materials & Research

OAW:zr

cc: Klaboe
Shaw
Merchant
Rear
Glenn

RECEIVED
SEP 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1 - 1965

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1965

To:

Frank Morgan
Construction Engineer
Office

SUBJECT: Concrete Aggregates: Graves Creek and Cow Creek Sources.

Project	Contract No.
Grave Cr.-Jumpoff Joe Cr.	6470
Coyote Cr.-Grave Cr.	6490
Glendale Junction-Coyote Cr.	6519
Grave Cr.	6643
Canyon Cr. Pass-Azalea	6548
Azalea-Glendale Jct.	6578
Canyonville-Bear Gulch	6571

Considerable difficulty has been encountered in obtaining the combination of specified strengths and air content in concrete for subject projects. The attached charts show results of tests on specimens received from the field and those made in the Laboratory. The charts include only the results of tests on specimens in which Cow Creek and Graves Creek material were used and in which the cement contents are comparable.

This is not intended as a treatise on air entrainment. However, there are some facts concerning air entrainment that must be considered in a satisfactory resolvement of the current problem. These facts are:

1. The value of entrained air in increasing durability is not directly proportional to the air content. The value becomes apparent between 5 and 9 percent entrained air.

2. The value of entrained air in increasing durability decreases as the cement content increases. Concrete with cement contents above 6.5 sks. per yard are not appreciably benefited by entrained air.

3. Strength of concrete decreases with increased air content. The decrease in strength can be counteracted upon by reduction of sand content and reduction of water - cement ratio. The increased strength resulting from decreased W/C will, in general, equal the loss of strength resulting from entrained air in quantities up to 4 to 5 percent. The slope of the strength - air content curve and the location of the curve on the chart will vary with use of different aggregates and different cements at constant cement content.

NOTED
LLOYD P. SHAW

4. The effectiveness of entrained air in increased durability depends on an even distribution of air bubbles to the surface of the concrete. There is general opinion that worked surfaces, such as bridge decks and pavement slabs, do not have entrained air in the surface concrete. The value of entrained air is therefor lost.

5. Addition of air entraining agent will result in greater variability of cylinder strengths. Mix corrections for air entrained concrete are based on an assumed air content that will be developed. The actual air developed is seldom, if ever, the amount assumed. The mix will therefor be either under corrected or over corrected, resulting in greater variability in the test strengths.

Chart I shows the results of 28 day tests on 35 cylinders submitted from the project. Type of aggregate, type of cement, cement content, and slump are constant within practical production limits. The circled points are averages of strengths at a given air content. The trend curve indicates that it is possible to obtain an average 3300 p.s.i. concrete with 4% air at 6.3 sks. cement per yard. Such an attempt, however, will result in some 4.0% of test results below 3300 p.s.i. A higher cement content would probably raise the trend curve to some extent. Chart II, however, does not show an appreciable rise in the trend curve with 7 sks. per yard.

Chart III shows the same trend obtained on Laboratory made cylinders as on the field submitted cylinders. The 28 day test curve is slightly higher on Chart III, and the variability appears somewhat less. This is probably due to the easier control of the mix in the Laboratory. No difficulty in obtaining 3300 p.s.i. is evidenced in the concrete without air, even at 7 days curing. Twenty-eight day tests will be made about September 24.

It has been suggested that excessive dirt on the coarse aggregate is the cause of low strength. Samples of the "dirty" aggregate were submitted for test. These samples had 1.0% and 0.6% material passing the #200. These values indicate the material is not clean, but is within specifications, and is not considered excessively dirty. The "dirty" material submitted was divided and one portion thoroughly washed. Concrete specimens were made of the washed and unwashed portions. Seven day test results are shown on Chart III. These 7 day strengths would indicate that the 28 day strengths will be below 3300 p.s.i. The 28 day strengths will be tested about September 24.

4. The effectiveness of entrained air in increased durability depends on an even distribution of air bubbles to the surface of the concrete. There is general opinion that worked surfaces, such as bridge decks and pavement slabs, do not have entrained air in the surface concrete. The value of entrained air is therefor lost.

5. Addition of air entraining agent will result in greater variability of cylinder strengths. Mix corrections for air entrained concrete are based on an assumed air content that will be developed. The actual air developed is seldom, if ever, the amount assumed. The mix will therefor be either under corrected or over corrected, resulting in greater variability in the test strengths.

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Chart III shows the same trend obtained on Laboratory made cylinders as on the field submitted cylinders. The 28 day test curve is slightly higher on Chart III, and the variability appears somewhat less. This is probably due to the easier control of the mix in the Laboratory. No difficulty in obtaining 3300 p.s.i. is evidenced in the concrete without air, even at 7 days curing. Twenty-eight day tests will be made about September 24.

It has been suggested that excessive dirt on the coarse aggregate is the cause of low strength. Samples of the "dirty" aggregate were submitted for test. These samples had 1.0% and 0.6% material passing the #200. These values indicate the material is not clean, but is within specifications, and is not considered excessively dirty. The "dirty" material submitted was divided and one portion thoroughly washed. Concrete specimens were made of the washed and unwashed portions. Seven day test results are shown on Chart III. These 7 day strengths would indicate that the 28 day strengths will be below 3300 p.s.i. The 28 day strengths will be tested about September 24.

It appears obvious that 6.3 sk. per yard concrete cannot be made with the subject aggregates at any air content without a large percentage of test results below 3300 p.s.i. A higher cement content would probably decrease the percentage below 3300 p.s.i. but the value of any air in concrete with cement content above 6.3 sks. is questionable. Further, the purpose of entrained air is increased resistance to cycles of freezing and thawing and to reactive aggregates. Reactive aggregates are non existent in the sources considered and, the number of freezing and thawing cycles are relatively non existent in the locality considered. It is the opinion of this office that the strength obtained on non air entrained concrete far outweighs any possible advantages that could be obtained with entrained air, low strengths, and high variability in strengths in structure decks and continuously reinforced concrete slabs.

It is therefor recommended that authorization be obtained to strike the requirement for entrained air in concrete made of aggregate from subject sources for subject projects.

O.A. White

O. A. WHITE
Engineer of Materials & Research

OAW:zr

cc: Klaboe
Shaw
Merchant
Rear
Glenn

RECEIVED
SEP 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Chart I.

Concrete Cylinders
Field Submitted
Greve Creek Aggregate

Yield- 6.3 SK.
Cement- Ideal Type I
Slump- 3.0" To 3.75" Reported
Test- 28 Day Strength
Number Specimens- 35

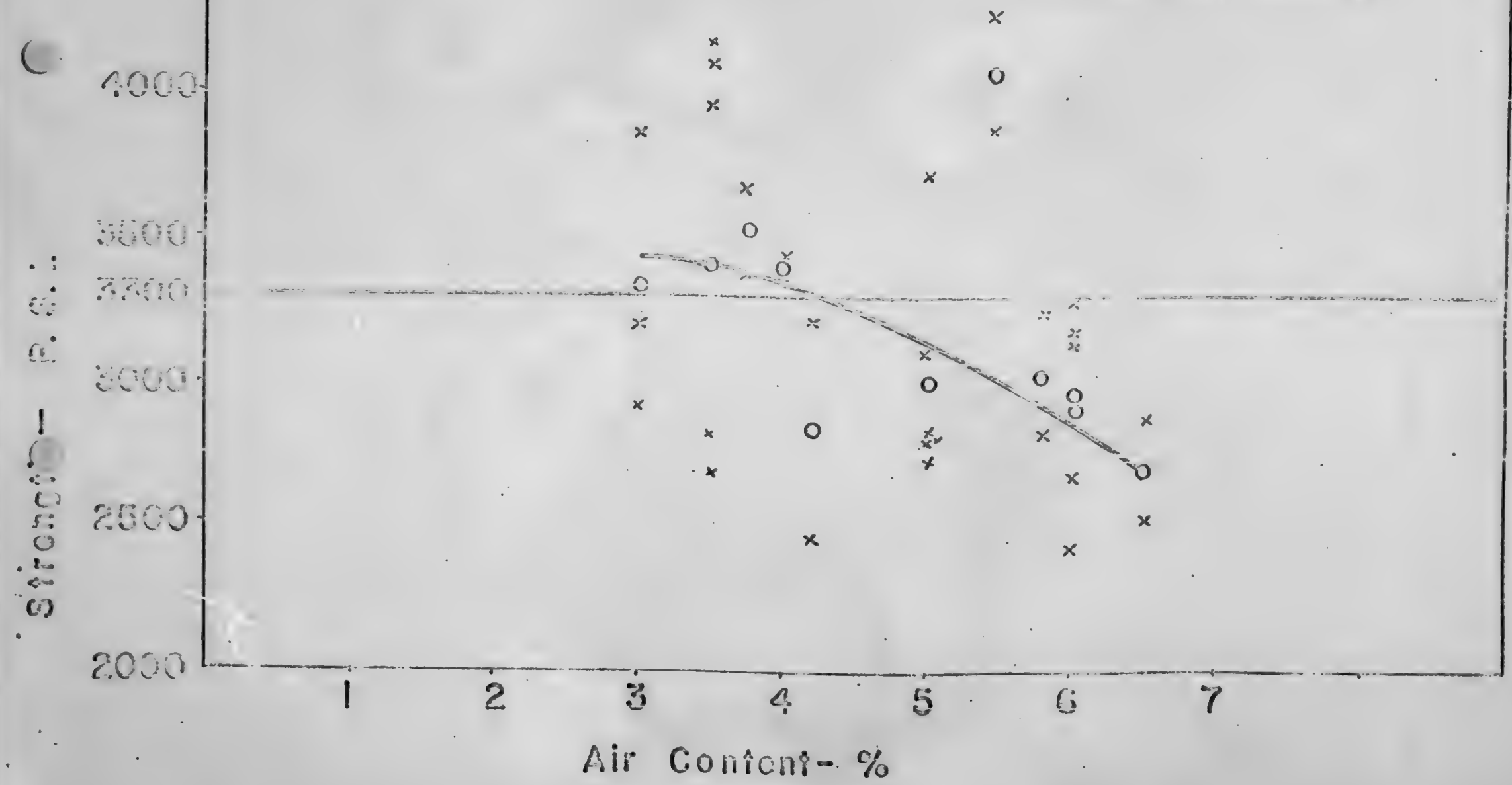


Chart 2.

Concrete Cylinders
Field Submitted
Cow Creek Aggregate

Yield- 7.0 SK.
Cement- Ideal Type I
Slump- 4" Reported
Test- 28 Day Strength
Number Specimens- 9

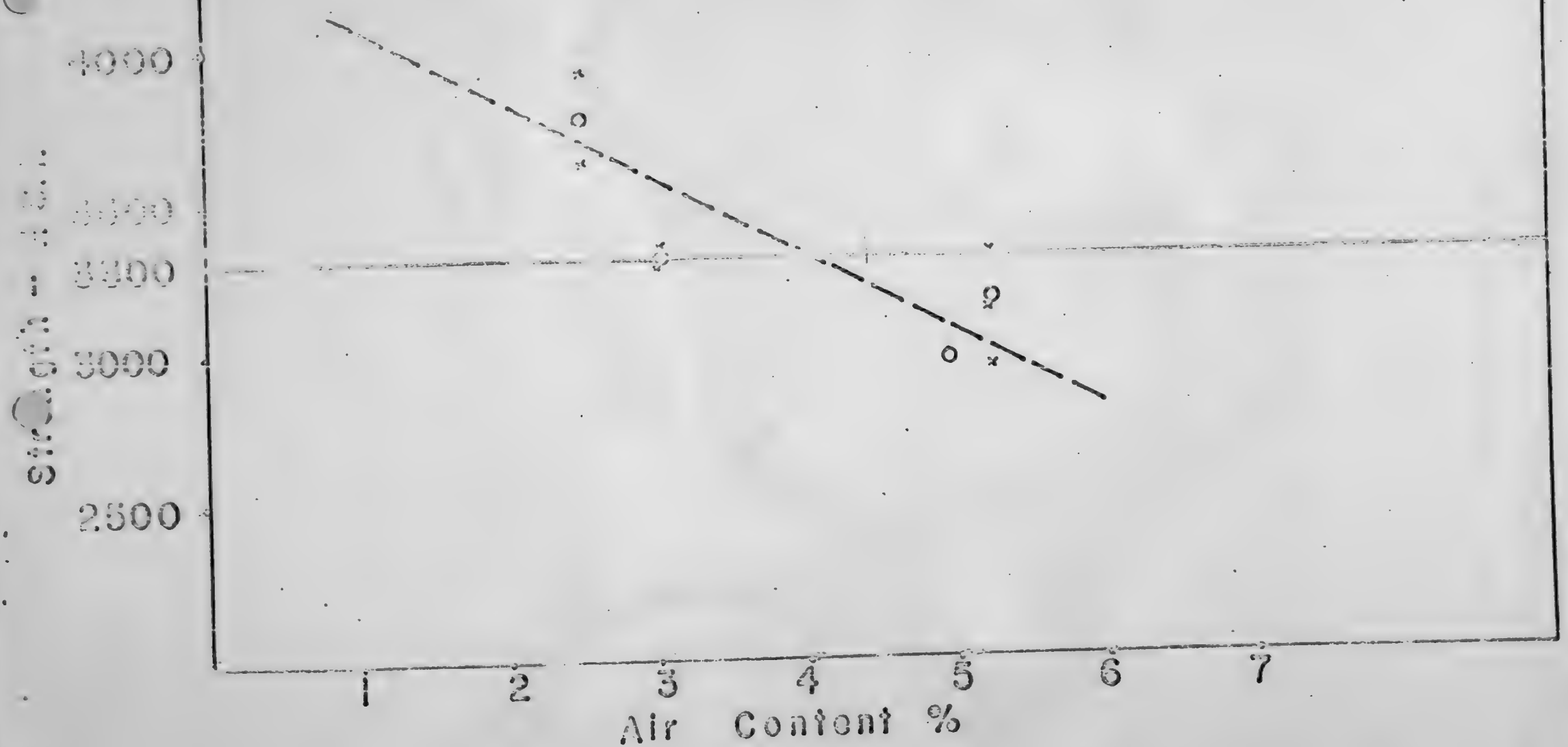
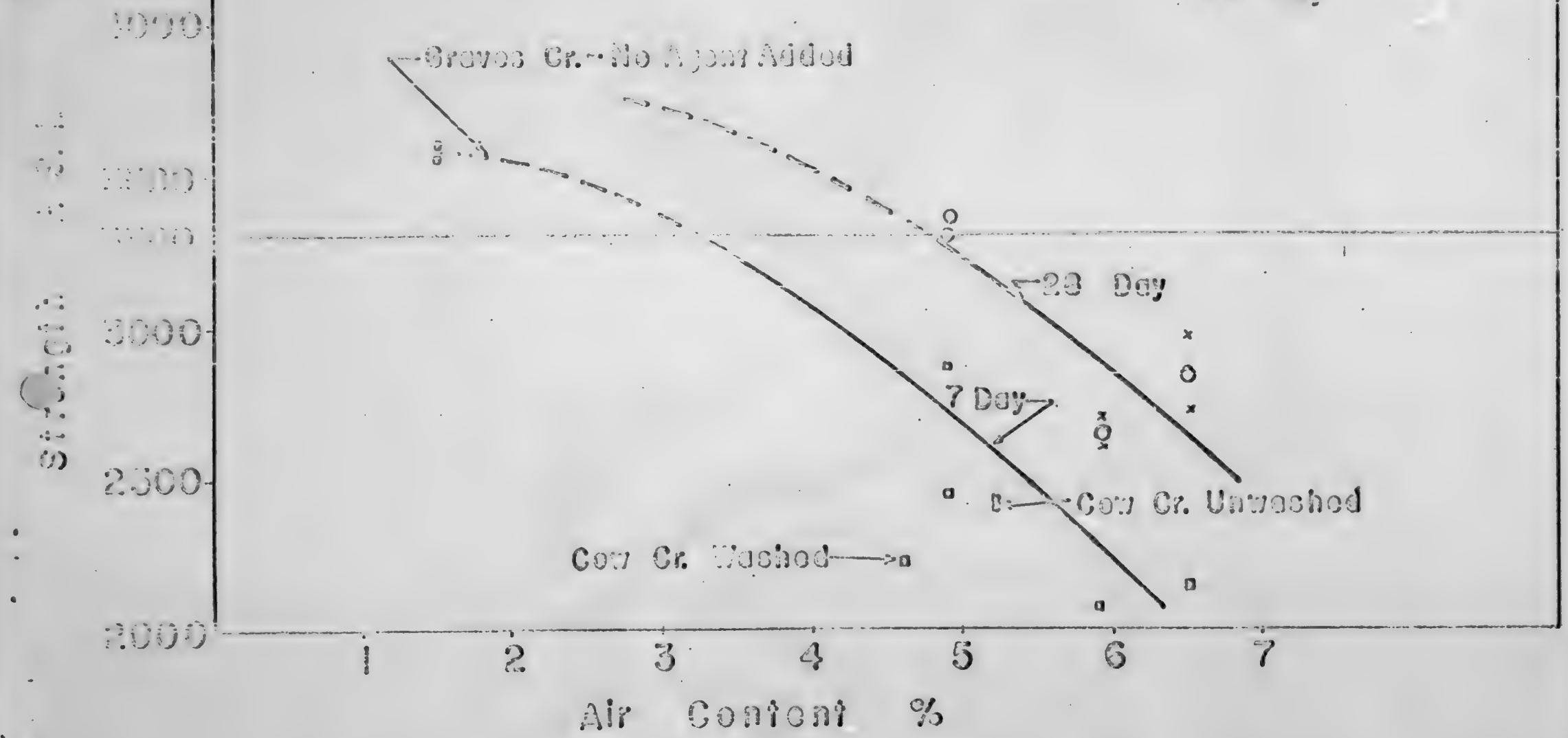


Chart 3.

Concrete Cylinders
Laboratory Made

Yield - 6.3 SK.
Cement - Ideal Type I
Slump - 2.5" To 3.0" Measured
Tests - 7 Day - - 9 Specimens
28 Day - - 6 Specimens
Unidentified - Graves Cr.
7 Specimens Not yet tested
28 Day



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SEP 14 1965
FORM E-39X (SDM) 9-65 40000

FOR FILING

I-5 2(44) 58

6548

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1965

To:

Frank Morgan
Construction Engineer
Office

SUBJECT: Concrete Aggregates: Graves Creek and Cow Creek Sources.

Project	Contract No.
Crave Cr.-Jumpoff Joe Cr.	6470
Coyote Cr.-Crave Cr.	6490
Glendale Junction-Coyote Cr.	6519
Crave Cr.	6643
Canyon Cr. Pass-Azalea	6548
Azalea-Glendale Jct.	6578
Canyonville-Bear Gulch	6571

Considerable difficulty has been encountered in obtaining the combination of specified strengths and air content in concrete for subject projects. The attached charts show results of tests on specimens received from the field, and those made in the Laboratory. The charts include only the results of tests on specimens in which Cow Creek and Graves Creek material were used and in which the cement contents are comparable.

This is not intended as a treatise on air entrainment. However, there are some facts concerning air entrainment that must be considered in a satisfactory resolvement of the current problem. These facts are:

1. The value of entrained air in increasing durability is not directly proportional to the air content. The value becomes apparent between 5 and 9 percent entrained air.

2. The value of entrained air in increasing durability decreases as the cement content increases, Concrete with cement contents above 6.5 sks. per yard are not appreciably benefited by entrained air.

3. Strength of concrete decreases with increased air content. The decrease in strength can be counteracted upon by reduction of sand content and reduction of water - cement ratio. The increased strength resulting from decreased W/C will, in general, equal the loss of strength resulting from entrained air in quantities up to 4 to 5 percent. The slope of the strength - air content curve and the location of the curve on the chart will vary with use of different aggregates and different cements at constant cement content.

4. The effectiveness of entrained air in increased durability depends on an even distribution of air bubbles to the surface of the concrete. There is general opinion that worked surfaces, such as bridge decks and pavement slabs, do not have entrained air in the surface concrete. The value of entrained air is therefor lost.

5. Addition of air entraining agent will result in greater variability of cylinder strengths. Mix corrections for air entrained concrete are based on an assumed air content that will be developed. The actual air developed is seldom, if ever, the amount assumed. The mix will therefor be either under corrected or over corrected, resulting in greater variability in the test strengths.

Chart I shows the results of 28 day tests on 35 cylinders submitted from the project. Type of aggregate, type of cement, cement content, and slump are constant within practical production limits. The circled points are averages of strengths at a given air content. The trend curve indicates that it is possible to obtain an average 3300 p.s.i. concrete with 4% air at 6.3 sks. cement per yard. Such an attempt, however, will result in some 4.0% of test results below 3300 p.s.i. A higher cement content would probably raise the trend curve to some extent. Chart II, however, does not show an appreciable rise in the trend curve with 7 sks. per yard.

Chart III shows the same trend obtained on Laboratory made cylinders as on the field submitted cylinders. The 28 day test curve is slightly higher on Chart III, and the variability appears somewhat less. This is probably due to the easier control of the mix in the Laboratory. No difficulty in obtaining 3300 p.s.i. is evidenced in the concrete without air, even at 7 days curing. Twenty-eight day tests will be made about September 24.

It has been suggested that excessive dirt on the coarse aggregate is the cause of low strength. Samples of the "dirty" aggregate were submitted for test. These samples had 1.0% and 0.6% material passing the #200. These values indicate the material is not clean, but is within specifications, and is not considered excessively dirty. The "dirty" material submitted was divided and one portion thoroughly washed. Concrete specimens were made of the washed and unwashed portions. Seven day test results are shown on Chart III. These 7 day strengths would indicate that the 28 day strengths will be below 3300 p.s.i. The 28 day strengths will be tested about September 24.

It appears obvious that 6.3 sk. per yard concrete cannot be made with the subject aggregates at any air content without a large percentage of test results below 3300 p.s.i. A higher cement content would probably decrease the percentage below 3300 p.s.i. but the value of any air in concrete with cement content above 6.3 sks. is questionable. Further, the purpose of entrained air is increased resistance to cycles of freezing and thawing and to reactive aggregates. Reactive aggregates are non existent in the sources considered and, the number of freezing and thawing cycles are relatively non existent in the locality considered. It is the opinion of this office that the strength obtained on non air entrained concrete far outweighs any possible advantages that could be obtained with entrained air, low strengths, and high variability in strengths in structure decks and continuously reinforced concrete slabs.

It is therefor recommended that authorization be obtained to strike the requirement for entrained air in concrete made of aggregate from subject sources for subject projects.

O. A. White

O. A. WHITE
Engineer of Materials & Research

OAW:zr

cc: Klaboe
Shaw
Merchant
Rear
Glenn

RECEIVED
SEP 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Chart I.

Concrete Cylinders
Field Submitted
Grave Creek Aggregate

Yield- 6.3 SK.
Cement- Ideal Type I
Slump- 3.0" To 3.75" Reported
Test- 28 Day Strength
Number Specimens-35

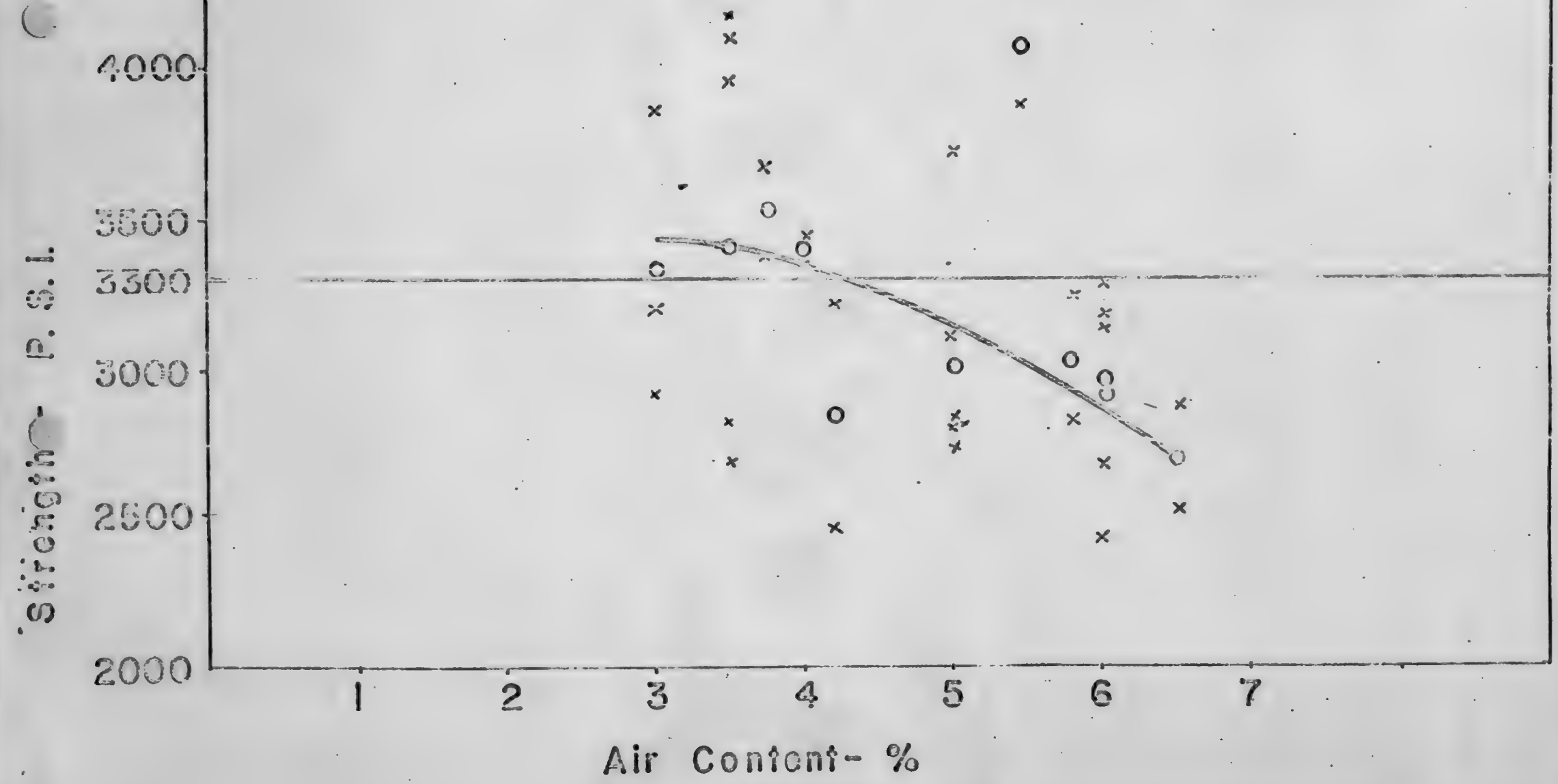


Chart 2.

Concrete Cylinders
Field Submitted
Cow Creek Aggregate

Yield- 7.0 SK.
Cement- Ideal Type I
Slump- 4" Reported
Test- 28 Day Strength
Number Specimens- 9

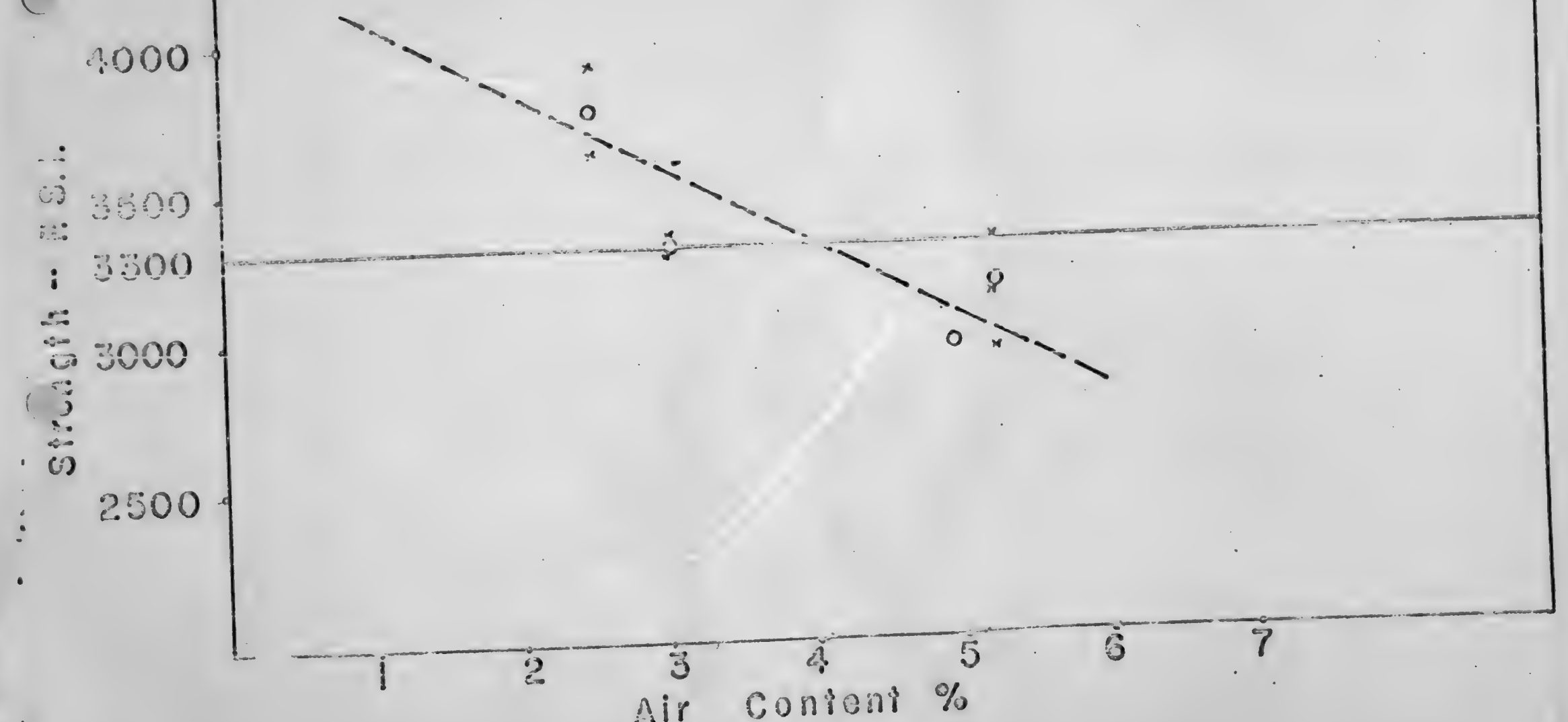


Chart 2.

Concrete Cylinders
Field Submitted
Cow Creek Aggregate

Yield- 7.0 SK.
Cement- Ideal Type I
Slump- 4" Reported
Test- 28 Day Strength
Number Specimens- 9

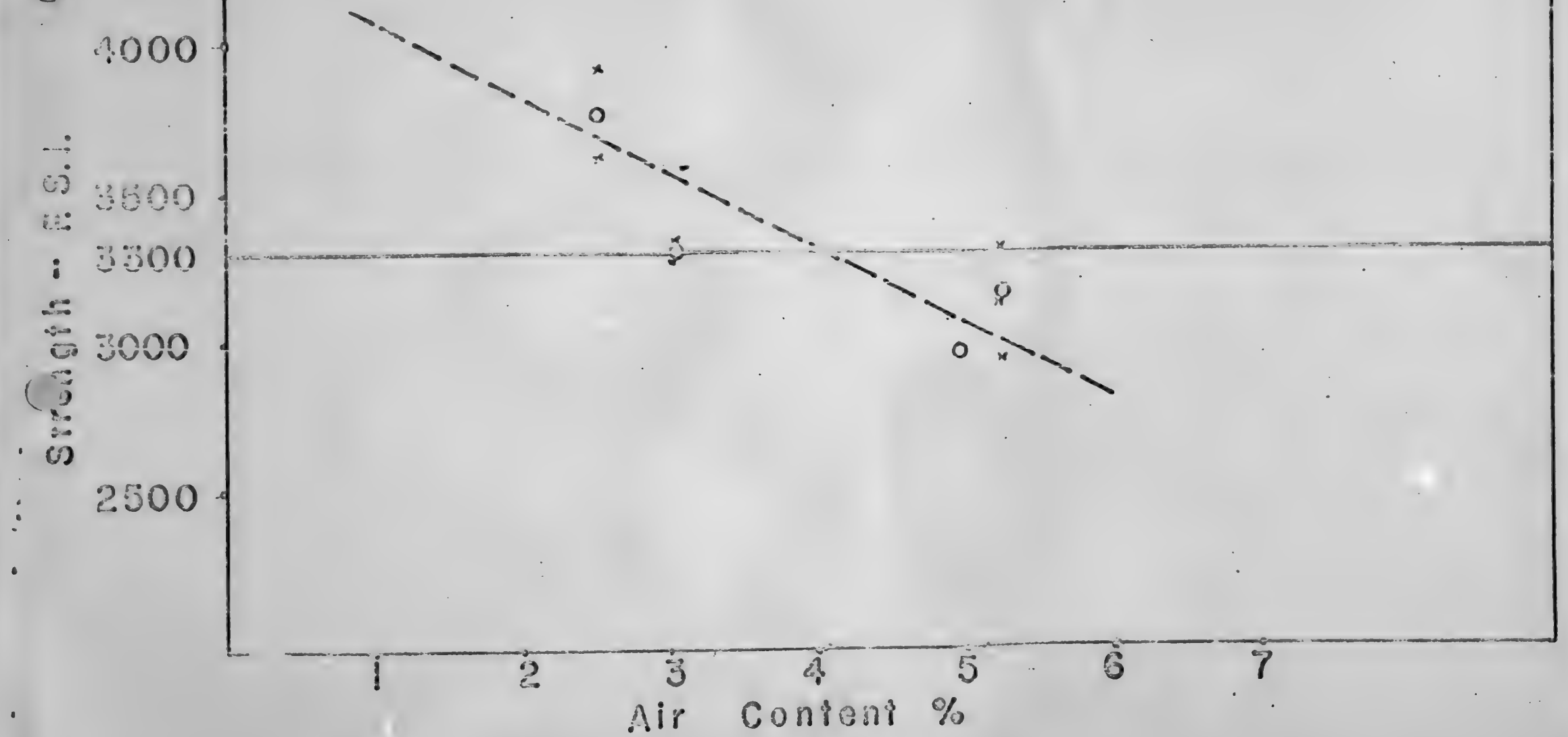
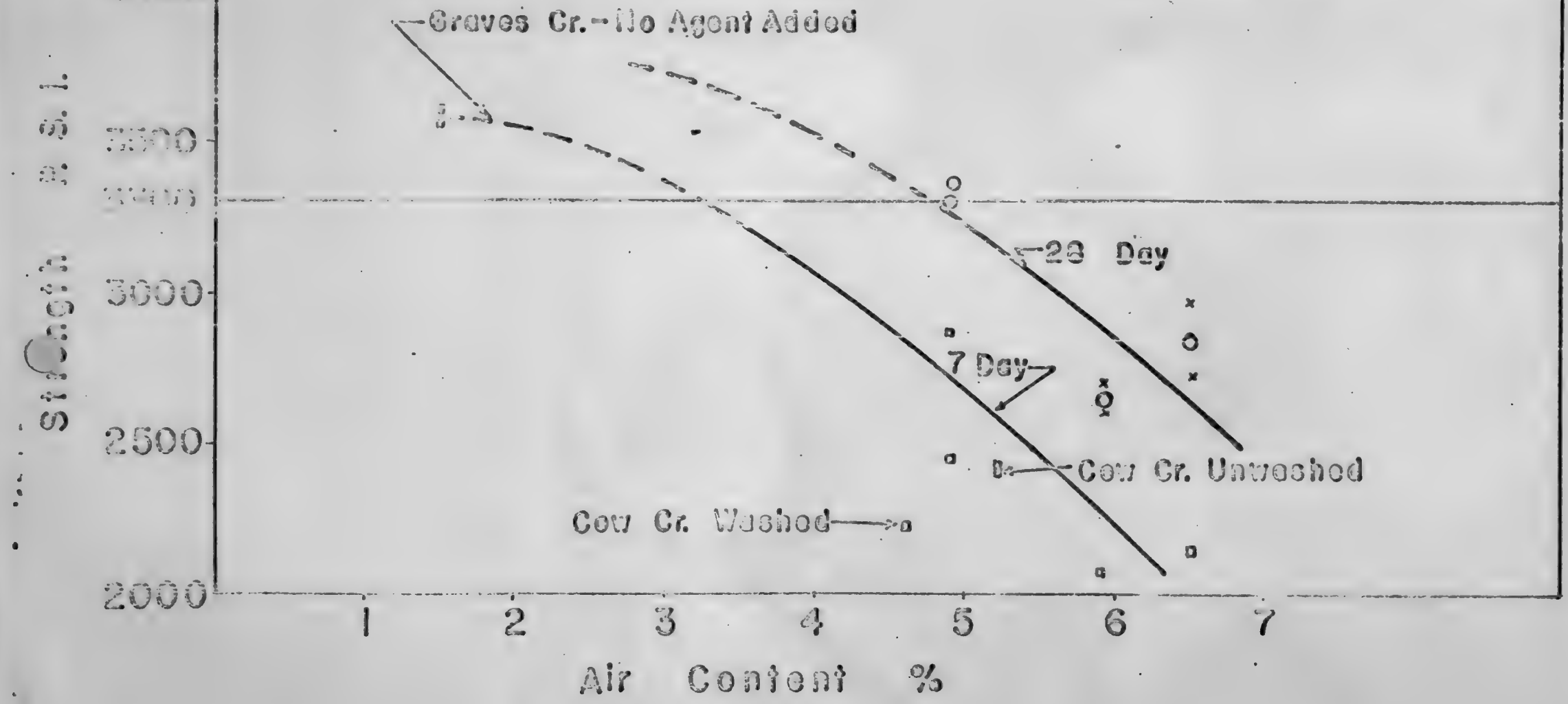


Chart 3.

Concrete Cylinders
Laboratory Made

Yield - 6.3 SK.
Cement - Ideal Type I
Slump - 2.5" To 3.0" Measured
Tests - 7 Day - - 9 Specimens
28-Day - - 6 Specimens
Unidentified - Graves Cr.
7 Specimens Not yet tested
28 Day



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AUG 17 1965

FORM 8-80 SDH 12-64 64676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 10, 1965

To: F. D. Morgan
Construction Engineer
S A L E M

SUBJECT: Coaxial Cable Damage
Approximate Station LS 551+50
Canyon Creek Pass-Azalea
Pacific Highway
Contract No. 6548
Prefix 610-1099

I am attaching a copy of a memo relating to the breaking of a coaxial cable by our contractor on the above subject section. The memo to the files explains fully the conditions which led to the breaking.

J. B. Boyd
ASS'T. DIVISION ENGINEER

JBB:lf
Attach.

cc: H. M. Fillmore

ROUTED
F. B. KLABOE

RECEIVED
AUG 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
RECEIVED
AUG 11 1965
NOTED: ☐ ☐ ☐ ☐ ☐
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Division Office

FORM B-20K REV 9-63 45000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Canyonville, Oregon
August 5, 1965

AUG 10 1965

SUBJECT: Breaking Coax Cable
Approx Sta. Ls 551+50
Canyon Creek Pass-Azalea

To:

Memo to the Files:

Told him → Yesterday afternoon between 2:30 and 3:00 P.M. a D8 cat with ripper severed the Coax Cable while ripping prior to digging trench for perf pipe in ditch line. I had discussed the ditch perf with Supt. Mitchell yesterday A.M. and at that time that I preferred to get the perf in prior to the placement of the selected subgrade material particularly in those places where they were out beyond 31 feet with their excavation to sub-subgrade. I stated that this would be an advantage to me in that the perf would be down 3.5 below subgrade.

Without knowledge of any inspectors the ripper cat was taken or sent up to approx. station 551+50 to begin the ripping as a lot of the cut was hard and ripping would speed up the digging. Cecil Rhodes, my inspector knew that they were going to do this but did not know it would be in the vicinity of the Coax Crossing. The ripping started less than 10 feet ahead of the crossing and ripped ut the spare steel casing etc.

The facts are these:

1. All concerned including contractor's superintendent and foreman and state personnel knew about the coax crossing.

2. The coax supposedly had 4 feet of clearance with our final slope at all points. As constructed, the spare steel tube at this point was 2 or 3 tenths higher than the coax line and there was up to a foot of concrete over the Cable.

3. The contractor knew he was ripping 3.5 more feet below final ditch grade.

4. Contractor did not notify the phone people or my inspector that this work was going to take place. Although during removal of the cut neither of the Coax men Mr. James & Mr. Rhodes were present at all times.

5. Knowing the Cable could be close as 4 feet to grade and ripping 3.5+ below grade the contractor should have been concerned.

6. The pipe was not staked nor had a request been made to stake the pipe.

H M Fillmore

H. M. Fillmore
Resident Engineer

Form B-240—Rev.

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 29 1965 By W E Martin
G-1-Plitle Dist. Engineer
U.S. Bureau of Public Roads

I-5-2(44)88

Project Name Canyon Creek Pass-Azalea — Date June 24, 1965

Highway 6548 Pacific — Contract No. 6548

County Douglas — Prefix 610-1099

Contractor Slate-Hall — F. A. Project No. I-5-2(44)88

Address 7805 S.W. 40th Ave., Portland, Oregon — Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnishaand install 18" C.M.P. and fittings on cut slopes.

Location by station numbers:

Throughout project Station 427-104+50.
Particularly in Stations 446+55, 461+25, 477+00 and 497+50.

Estimate of quantities and cost:

350 lin.ft. 18" C.M.P. and Fittings	$ 900.00
Labor	500.00
Equipment	350.00
	$1,750.00
Plus 15%	262.50
Total Cost	$2,012.50

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work will require considerable extra hand labor and is not comparable to any contract work. Money for this work was not provided for in Project Authorization and therefore will be taken from contingencies. This work has not begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,998,062.38
Present estimate of project cost, including $2,012.50 for work under this order	$1,998,062.38
Expected under-run / over-run amount	None
Expected under-run / over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: /s/ H. M. Fillmore, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Division Engineer

Approved /s/ L. H. Young, Assistant State Highway Engineer

State Printing

Asst. Office

RECEIVED
JUL 29 1965

Form E-208—5M

I-5-2(44)88

6548

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
JUL 12 1965
U.S. Bureau of Public Roads
G-1-P

Project Name Canyon Creek Pass-Azalea Date June 8, 1965

Highway Pacific Contract No. 6548

County Douglas Prefix 610-1099

Contractor Slate-Hall F. A. Project No. I-5-2(44)88

Address 7805 S.W. 40th Ave., Portland 19, Oregon Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Materials and Labor required to place and remove Strutting in 60" C.M.P.

Location by station numbers:

Ln 541+00

Estimate of quantities and cost:

Materials	$ 75.00	
Labor	$100.00	Total = $200.00
Equipment	$ 25.00	

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Project plans show no requirement for strutting this pipe and indicate only 7 feet of cover. Actual cover will be 22 feet making it necessary to field strut this pipe. This work has not begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,998,062.38	
Present estimate of project cost, including $ 200.00 for work under this order	$1,998,062.38	
Expected under-run / over-run amount	$ none	
Expected under-run / over-run per cent	none	

Submitted by: /s/ H. M. Fillmore
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner, II
Asst. Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Jung 7-29-65

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JUN 1 1965

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OREGON STATE HIGHWAY DEPARTMENT

FOR FILING

Order for Extra Work

MAY 13 1965

G-1-P

TO BE PERFORMED ON FORCE ACCOUNT BASIS

W E Martin
Dist. Engineer
U.S. Department of Public Roads

Project Name Canyon Creek Pass-Azalea Date May 12, 1965

Highway Pacific Contract No. 6548

County Douglas Prefix 610-1099

Contractor Slate-Hall F. A. Project No. I-5-2(44)88

Address 7805 S.W. 40th Ave., Portland, Oregon 97219 Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Rejuvenate paved inverts and paint tar on bare metal on salvaged & reinstalled C.M.P. End Sections.

Location by station numbers:

Throughout project Station 427+00 thru Equa. to 104+50 particularly 2 72" sloped ends 4:1 Sta. 89.

Estimate of quantities and cost:

Material	$ 25.00
Equipment	25.00
Labor	100.00
Total	$150.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work consists of retaring a large amount of 2 - 72" sloped ends and rejuvenating the paving in invert which has alligatored badly. It can best be accomplished by Extra Work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,998,062.38
Present estimate of project cost, including $150.00 for work under this order	$1,998,062.38
Expected under-run / over-run amount	None
Expected under-run / over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: /s/ H. M. Fillmore
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or [illegible]

Approval Recommended: /s/ Carl M. Williams
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer or Assistant State Highway Engineer
Office Engineer

State Printing Young 6-1-65

RECEIVED
MAR 31 1965
FOR FILING

STATE OF...

APPROVED
Contingent upon verification of project ... additional funds
Date MAR 31 1965 — ME Martin
... District Engineer
U.S. Bureau of Public Roads

Form F-200-AM

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Canyon Creek Pass-Azalea — Date March 15, 1965
Highway Pacific — Contract No. 6548
County Douglas — Prefix 610-1099
Contractor Slate-Hall — F. A. Project No. I-5-2(44)88
Address 7805 SW 40th Ave., Portland, Oregon — Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Select removal of trees and logs outside clearing limits.

Location by station numbers:

Throughout Project - Station 427+00 thru Equa. to Station 104+50.
Particularly between In and Ls Lines Station 484+00 and 530+00.

Estimate of quantities and cost:

Equipment	$ 500.00
Labor	400.00
Material	100.00
Total	$1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This item can not be defined as to actual work involved and therefore can more adeptly be accomplished by extra work. Work will be done as directed by the engineer and according to usual practice. Money for this work is included in the project authorization. Work has not begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,998,062.38
Present estimate of project cost, including $1,000.00 for work under this order	$1,998,062.38
Expected under-run / over-run amount	None
Expected under-run / over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: /s/ H. M. Fillmore — Resident Engineer
Approval Recommended: /s/ F. D. Morgan — Construction Engineer or Bridge Engineer
Approval Recommended: /s/ John Quiner II — Asst. Division Engineer
Approved /s/ L. H. Young — Deputy State Highway Engineer or ~~Assistant State Highway Engineer~~ Office Engineer

State Printing

Copy to Young
3-31-65

STATE COPY

APPROVED
Continuation of construction of project ... additional funds
Date ... M E Martin
Area Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Canyon Creek Pass-Azalea Date March 9, 1965

Highway Pacific Contract No. 6548

County Douglas Prefix 610-1099

Contractor Slate-Hall F. A. Project No. I-5-2(44)88

Address 7805 S.W. 40th Ave., Portland 19, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Extend conduit thru new taking to right of way lines. 80 feet right and 20 feet left.

Location by station numbers:

Approx. Station 97+00

LLOYD R. SLAW

Estimate of quantities and cost:

Material	$250.00
Equipment	100.00
Labor	150.00
	$500.00

K

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Conduit for water line in existence under permit requires extension to new right of way lines. This work is a small job and can best be handled in this manner. Work will be done according to State specifications and has not been started. Money for this work was not provided for in the project authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,998,062.38	
Present estimate of project cost, including $500.00 for work under this order	$1,998,062.38	
Expected under-run / over-run amount	none	
Expected under-run / over-run per cent	none	

Submitted by: /s/ H. M. Fillmore, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or ~~Resident Engineer~~

Approval Recommended: /s/ L. W. Rulien, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer ~~and Highway Engineer~~ Office Engineer.

State Printing Copy To Young 4-8-65

RECEIVED
APR 1 - 1965
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STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project [illegible] additional funds [illegible]
Date MAR 1 - 1965 ME Martin
Title Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Canyon Creek Pass-Azalea Date March 9, 1965

Highway 6547 Pacific Contract No. 6548

County Douglas Prefix 610-1099

Contractor Slate-Hall F. A. Project No. I-5-2(44)88

Address 7805 S.W. 40th Ave., Portland 19, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging for protection of the traveling public during construction of the project.

Location by station numbers:

Throughout Project

Station 427+00 thru equation to Station 104+50

Estimate of quantities and cost:

Flagging (State's Share) $5,000.00

LLOYD P. SHAW

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Specifications for project provide that State share in cost of flagging for protection of traveling public during construction. 50% of total cost plus 15%. Money is provided for this amount in the project authorization. Work has not begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,998,062.38
Present estimate of project cost, including $5,000.00 for work under this order	$1,998,062.38
Expected under-run / over-run amount	$ None
Expected under-run / over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: /s/ H. M. Fillmore, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or ~~Engineer~~

Approval Recommended: /s/ L. W. Rulien, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer ~~State Highway Engineer~~ or Office Engineer.

State Printing Copy To Young 4-1-65

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MAR 10 1965

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6548

477 Cottage Street, N.E.
Salem, Oregon - 97301

March 1, 1965

08-35.HC

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-2(44)88
Canyon Creek Pass-Azalea Section
Grading, paving, structures and signing

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry and access rights with the exception of those involved with utilities have been acquired for the above project, we hereby concur as of February 24, 1965 in the award of contract No. 6548 to Slate-Hall of Portland, Oregon, low bidder in the amount of $1,769,205.45 at the February 23, 1965 bid opening.

The project will not be accepted as complete unless utility access rights listed as exceptions are acquired under separate Projects I-5-2(41)91 and I-5-2(42)76 in addition to other requirements for such action.

Original To Young
3-10-65

NOTED
LLOYD P. SHAW

RECEIVED
MAR 1 - 1965
FOR FILING
I - 5(41)91
6548

March 1, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of Feb. 24, 1965, is requested in the award of contract for the Canyon Cr. Pass-Azalea Section, Project No. I-5-2(44)88.

The contractor receiving the award is Slate and Hall in the amount of $1,769,205.45 with the Contract No. 6548 assigned. This bid was received Feb. 23, 1965 and awarded Feb. 24, 1965.

All rights of way or rights of entry have been acquired.

All rights of access, including utilities, to or from abutting property, with the exception of the utilities which are to be acquired under two separate projects listed below, are either (1) denied by law, (2) have been acquired or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

1. Bear Gulch-Canyon Creek Pass Section, Project No. I-5-2(41)91. Utilities which have been notified by Staff Attorney's letter, copies of which were furnished your office with Mr. Litchfield's letter of Nov. 10, 1964.

   You were furnished two copies of Staff Attorney's letter dated Nov. 17, 1964 to the Pacific N.W. Bell Telephone Company revising the original letter of Nov. 10, 1964.

2. Glendale Jct.-Coyote Creek Section, Project No. I-5-2(42)76. Utilities which have been notified by Staff Attorney's letter, copies of which were furnished your office with Mr. Litchfield's letter of Nov. 10, 1964.

Copies of Mr. Litchfield's letter of Dec. 4, 1964 to the Southern Pacific Company regarding agreement to eliminate access from railroad right of way to the Interstate right of way was furnished your office on or about Dec. 4, 1964.

The low bidders completed the statement in the bid proposals regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

RECEIVED
FEB 26 1965
COMMISSIONERS

GLENN O. ROSSMILLER, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 25, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

I

6548

[illegible]
11605 N. E. Denton Blvd.
Portland 33, Oregon

Gentlemen:

The State Highway Commission on February 24, 1965 awarded to you State Highway Contract No. 6548 for the following project:

Grading, paving, structure and signing on the Canyon Creek Pass-Azalea Section of the Pacific Highway in Douglas County.

This award was based on your low bid of $1,709,200.45 which was submitted to the Commission on February 23, 1965 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mj

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
FEB 5 - 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed February 1, 1965
M. E. Martin
Dist. Engineer 08-35.EC

By: M. E. Martin
District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-2(44)88
Canyon Creek Pass-Azalea Section
Grading, paving, structures & signing

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary rights-of-way and control of access rights have been acquired or rights-of-entry obtained with relocation advisory assistance provided as indicated in Mr. Wright's and Mr. Litchfield's January 25, 1965 reports with the following exceptions:

File No. 37061	- Heath	$4,000
" No. 37062	- Johns	4,600
" No. 37072	- Miller	300
" No. 37125	- Johns	50
		$8,950

Access rights - 3 Utilities

We understand that condemnation suits will be filed with the expectation that the above four parcels will be made available for occupancy and contractor's use prior to your requesting our concurrence in award. Utility access rights on this section are being acquired under Projects I-5-2(42)76 and I-5-2(41)91. If such rights have not been acquired prior to award, the utilities involved should be listed as exceptions to your right-of-way certification.

Mr. Young's January 28, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

The use of your "wide" ditch section with optional modification as required for drainage is approved for use on this specific project.

The pavement type selection for the project is accepted on the basis of documentation attached to your June 9, 1964, "Project Base Design" sheet.

Original To Young
with attach
2-5-65

NOTED
LLOYD P. SHAW

Stage construction of the pavement is acceptable on the basis of this design as revised and approved for the existing pavement by our January 18, 1965 memorandum. Eligibility of the future 2-inch overlays for financing with Interstate funds is thereby established, provided the work is completed within the statutory time limit set for completion of the Interstate system and provided sufficient apportioned FAI funds are available for expenditure for such work at the time the work is authorized.

The use of the Standard Specifications for Highway Construction - 1964, is approved for use on this specific project/ subject to the following limitations: The proprietary reference to AWPA Standard Specifications under Article 520/731/ is not approved under the provisions of paragraph 3d of PPM 40-3.1. A special provision or supplementary standard specification should be submitted to assure Federal participation in bid items for which wood preservatives are used with reference to AWPA.

The use of your Standard Specifications for Asphalt Cements (Revision of January 1965) is approved for use on this specific project.

The use of the Division I - General Requirements, Article 8-1 Subletting, dated 12-1-64; Section 215 - Plantmix Stone Base, dated 12-1-64; Section 315 - Plantmix Bituminous Base, dated 12-1-64; Section 415 - Riprap, dated 12-1-64; and Section 520A - Painted Wood Sign Posts, dated 1/1/65, Supplemental Standard Specification is approved for use on this specific project.

Attachments

Form BPR-12 (11-63) (Prescribed by A.O. 166-10)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED DEC 3 1964 FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 1, 1964

In reply refer to: 08-35.7

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(38)88
Canyon Creek Summit-Azalea Section - Parcel 37076, Booth

By letter dated October 27, 1964 we required a second fee appraisal on the above mentioned parcel. The second appraisal has been obtained; however there remains certain questionable aspects in the narrative language of the appraisals that require clarification before full Federal participation can be allowed in any settlement on parcel 37076.

I am attaching a copy of a memorandum by our Division Right of Way Officer, outlining the problem areas that need further documentation. These questions may be resolved by further contacts with your appraisers or review appraisers, or if you desire, you may secure another fee appraisal from Mr. Kolberg on the Booth parcel. If a settlement is made with the property owner prior to resolution of the posed questions, then for purposes of current billing, the settlement should be placed in a nonparticipating status until the needed documentation can be secured and approval given by this office.

Attachment

NOTED
LLOYD P. SHAW

RECEIVED
DEC 2 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Original to Wright
with attach.
cc Young with attach.
12-8-64

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLA

[illegible]

The File

[illegible]

00-0L.7

C. J. Mathias, Division [illegible] of Maps & Plans

Parcel 37076, South - Parcel 36339, [illegible]
(Oregon Project I-5-2(10)13)

On October 27, 1964 we [illegible] from the South parcel. The original appraisal [illegible] by J. K. Morgan in the amount of $[illegible]. The second appraisal was made by K. Rolfe in the amount of $[illegible]. The review appraiser selected the Morgan appraisal as [illegible].

Due to certain statements in the appraisals, [illegible] was held with State Appraisal Engineer [illegible] following items:

1. The Morgan appraisal is still [illegible] basis for Federal participation [illegible] paragraph 14 of the appraisal indicates, "This sale 35 is a recent sale which is located the type where it is known what the future access will be." In other words, a reading of paragraph 14 of Mr. Morgan's appraisal would lead one to believe that his valuation of the [illegible] was based upon the future interchange. No computation has been made in the appraisal, or amplifying information provided that would indicate otherwise.

2. Mr. Morgan's appraisal indicates "My opinion of value would be based on the highest and best use of the property as commercial and residential, as the present house could be used to a more advantageous location on the remaining property." The before valuation of $[illegible], which is based upon commercial potential, does not reflect the cost of moving a residence to make the site available for commercial use. No amplifying information has been provided concerning this question.

3. The Rolfe appraisal was rejected by the reviewer because he felt the Morgan appraisal was a [illegible] of market value. However, the Rolfe appraisal raised a new question, inasmuch as it indicated that the property had a 16-foot access to the connecting road between the present Pacific Highway and the old 99 Highway. On this [illegible]

(more)

the Rolfe appraisal allowed [illegible] commercial site. The [illegible] old highway only (the old [illegible] of the old dead ending [illegible] that Mr. Morgum is [illegible] parcel to the existing [illegible] dead). It would [illegible] it is possible that a [illegible]

4. Another point that [illegible] tank drain field and the parking lot of the Amber Cafe property), portions of which are on the Booth parcel. The [illegible] appraisal indicates, "I have included the [illegible] property of File 26099 (Amber Cafe) and have treated it as a [illegible] to this property. Also the [illegible] and post office could extend onto said Booth property and [illegible] have considered it to belong to the owners, of that [illegible]." The question is whether or not a [illegible] site value) might have been allocated [illegible] include as part of their value [illegible] Cafe, even though a portion of it is on the Booth property. As indicated in the question from the Morgum appraisal, no [illegible] value was assigned against the Booth property due to the [illegible]. A photograph in the Morgum appraisal report section 01 shows the open drain field from the Amber Cafe, and this leaves some question as to whether the Booth parcel could be developed without [illegible] corrective action being taken to the drain field. This question should be resolved.

In this meeting with Appraisal Supervisor Carl Smith and subsequent telephone calls I indicated that the Booth could either [illegible] or amplify their appraisals by connecting the appraisers already on the job, or that an appraisal could be secured from the Appraisal Branch on the Booth property, in order that consistency be maintained between the two parcels. The State was advised that the documentation would have to be cleared up before we could participate in a settlement based upon the Morgum appraisal.

cc:
Region (2 cys)
Mathias

RECEIVED
DEC 1 [illegible]
OFFICE OF

RECEIVED
NOV 16 1964

477 Cottage Street NE.
Salem, Oregon 97301

November 12, 1964

08-35.7

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-2(38)88, Canyon Creek Pass - Azalea Section
Parcel 37069, Johns

Please refer to Administrative Right of Way Agent L. A. Bolt's letter of November 10, 1964, requesting our approval to secure another fee appraisal on the above mentioned file due to the illness of fee appraiser Fleck. Your request is approved.

We are also approving blanket authority, where the situation indicates condemnation will be required, to employ an additional appraiser as a substitute for Mr. Fleck on any other files where he had made appraisals.

NOTED
LLOYD P. SHAW

RECEIVED
NOV 13 1964
STATE HIGHWAY DEPT.

Orig. to Wright
11-13-64 Copy To Young
11-16-64

FORM E-122X SOM 2-63

RECEIVED
NOV 20 1964
HIGHWAY ENGINEER

COMMISSIONERS
GLENN JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
PORTLAND
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 10, 1964

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

File No. 37069-Johns
Canyon Creek Pass -
Azalea Section
Pacific Highway
Douglas County

Dear Sir:

This will confirm my telephone conversation with Mr. Mathias of November 5, wherein he was advised that Fee Appraiser Fleck had undergone major surgery which will preclude him from any activity for many months. For this reason, it was requested that the Bureau authorize the employment of an additional appraiser to evaluate this file. This taking is considerably in excess of $20,000 in value.

The aforementioned request was approved verbally, and we request formal confirmation for such approval. We also request blanket authority, where the situation indicates that condemnation will be required, to procure an additional appraisal as a substitute for Mr. Fleck.

Very truly yours,

C. E. ROHDE
Chief Counsel

By

Laurence A. Holt
Administrative Right of Way Agent

LAH:mk

cc: L. P. Shaw
L. H. Young
C. E. Rohde
C. H. Maison
M. R. Mitchell

NOTED
LLOYD P. SHAW

RECEIVED
NOV 6 - 1964

477 Cottage Street NE.
Salem, Oregon 97301

October 27, 1964

08-35.7

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Project I-5-2(38)88,
Canyon Creek Summit-Azalea Section - Parcel 37076, Booth

Our review of the State's appraisal covering the above mentioned parcel indicates that the before value estimate may be based upon the future interchange plan. Paragraph 14 of the appraisal indicates, "This sale 16 is a recent sale which indicates the trend where it is known what the future access will be". On the before basis it is doubtful if this parcel has commercial potential, and should be valued at $2350 per acre. The adjoining parcel, 37184, is valued at $375 to $425 per acre as agricultural land.

In addition, the before valuation of $19,000, which is based upon commercial potential, does not properly reflect the cost of moving the residence in order to make the site available for commercial usage.

In accordance with paragraph 5h of PPM 21-4.1 dated December 30, 1960, we will require an additional appraisal and appraisal review as the basis for full Federal participation in any proposed settlement.

NOTED
LLOYD P. SHAW

RECEIVED
OCT 28 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Orig. to Wright
10.29.64

Copy to Young
11-6-64

RECEIV
SEP 16 1964
FORM E-20 EOM 3-65 49607
FOR FILIN

F 3-24
6248

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1964

To: Memo to Files:

SUBJECT: Pacific Highway U'Xing of BLM Access Road +
Canyon Creek Pass-Azalea Section
Bridge No. 9387

The subject of roadway widths on the proposed BLM Access Road Undercrossing on I-5 South of Canyonville has been under discussion with the Bureau of Public Roads. At their request I called Mr. Merle Wynn of the BLM September 8 regarding this matter. Mr. Wynn was requested to check into the present and future development of this BLM Road with particular emphasis on future developments which could possibly require a two-lane bridge. On September 11 Mr. Wynn called back and said that from the BLM standpoint there would never be any development that would require more than their standard 14' width structure. His only concern was that a wider structure could afford more protection to traffic using the Interstate Highway provided adequate handrails were used. A comparable structure was constructed in the Medford area to carry the Medford Logging Company's private logging road over the freeway. This structure had a 15' roadway between curbs, 1½' wide safety curbs, and a heavy structural steel parapet rail on a concrete parapet. The in to in of parapets on this structure is 18'. On the proposed BLM structure the roadway width should be 14' between 12" high concrete curbs with 2' safety walks and with the same type of heavy structural steel handrail used on the Medford structure. The 12" high curbs should have a slope of 4" in the 12" height. The access road on the West side of the freeway should be constructed in such a manner and to a sufficient width to allow logging trucks to make the turn without the necessity of flaring the West end of the structure.

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. F. D. Morgan
Attention: Mr. J.Barbee

Mr. W. J. Hart

Mr. P. M. Stephenson

RECEIVED
SEP 16 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

I-405-8(7) S.W. Broadway-Ross Island 1965
301 Br. Sec., Stadium Freeway
#6549 Roadway Illumin.

CIH 2793

STATE COPY

Monthly transaction number 11-22	FC PR-2A (RL 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Multnomah
Modification number 1		Project number I-405-8(7)301

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 11, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 30,519	$ 30,958
Federal funds	$ 28,100.00	$ 28,154.24
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 28th day of October, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F K Gabbe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund
Admi

US COMM-L C 26364-P65

STATE COPY

Form Approved; Budget Bureau No. 41-R2069

MONTALY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
3-140	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 5		COUNTY Multnomah
		PROJECT NO. I-405-8(7)301

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-405 S.W. Broadway to Marquam Bridge - Portland

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-1-65	0.00
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 30,519.00	$ 28,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd L. Stone

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. K. Backlund, Administrative Manager

Date executed by Division Engineer March 11, 1965

Oregon State Highway Department

Federal Aid
Project No. I-405-4(7)301

S.W. BROADWAY-MOSS ISLAND BRIDGE SECTION OF THE

STADIUM FREEWAY HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on the low bid.)

Salem, Oregon, March 2, 1965

Type Code Y030
Illumination (Sta. 473+00 to Sta. 513+25)

Roadway Illumination Installation, Complete	All Required	$27,745.00
	Subtotal	$27,745.00
	10% Engr. & Cont.	2,774.00
	Total	$30,519.00

Length of Project - - - - - - - - - - - - 0.00 miles

Federal Funds -	$28,100.00
State Funds -	2,419.00
	$30,519.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-405-6(7)301

S. W. BROADWAY-DOCK ISLAND BRIDGE SECTION

OF THE STATE'S FREEWAY SYSTEM IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 20, 1965

Type Code X030
Illumination (Sta. 473+00 to Sta. 513+25)

Roadway Illumination Installation, Complete	All Required	$33,000.00
	Subtotal	$33,000.00
	10% Engr. & Cont.	3,300.00
	Total	$36,300.00

Length of Project - - - - - - 0.00

Federal Funds - - - - - -

Oregon State Highway Department

Federal-Aid
Project No. I-405-8(7)301

S.W. HOADAY-ROSS ISLAND BRIDGE SECTION

OF THE STADIUM FREEWAY HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 10, 1964

Type Code X030
Illumination (Sta. 473+00 to Sta. 513+25)

Roadway Illumination Installation, Complete		All Required	$33,000.00
		Subtotal	$33,000.00
		10% Engr. & Cont.	3,300.00
		Total	$36,300.00

Length of Project - - - - - - - 0.00 Mile

Federal Funds - - - - - - -

RECEIVED
JUL 15 1966
FOR FILING

I-405-8(7)301

6549

July 14, 1966

Glens Falls Insurance Company
Pacific Coast Department
350 Sansome Street
San Francisco, California 94104

Gentlemen:

Contract No. 6549 awarded to McIntyre Electrical, Inc., for illumination on the S. W. Broadway-Ross Island Bridge Section of the Stadium Freeway in Multnomah County was completed on November 15, 1965, and accepted by the Highway Commission on July 13, 1966.

Final payment in the amount of $3,373.60 will be released to the contractor after July 21, 1966. The total contract amount is $27,745.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: McIntyre Electrical, Inc.
12805 N. Burgard
Portland, Oregon

James E. Schram Company
608 Woodlark Building
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 14 1966
FOR FILING

I-405-8(7)301
6549

July 13, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed November 15, 1965, on Contract No. 6549. The contract was with McIntyre Electrical, Inc. and was for illumination on the S. W. Broadway-Ross Island Bridge Section of the Stadium Freeway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective on this date.

This matter will be on the agenda for confirmation at the July 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
L. H. Young
Ivan Merchant
C. H. Maison
A. E. Johnson

bg Victor D. Wolfe

RECEIVED
APR 11 1966
FOR FILING

I-405-8(7)30
6549

March 9, 1966

#6

McIntyre Electrical, Inc.
12005 North Burgard
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting on March 8 considered your request for an extension of time on Contract No. 6549 on the S. W. Broadway-Ross Island Bridge Section of the Stadium Freeway in Multnomah County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for an extension of the specified completion date to November 15, 1965, without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc A. E. Johnson
J. K. Wilson
L. H. Young
I. D. Merchant
C. H. Matson
Bureau of Public Roads

RECEIVED
FEB 14 1966
FOR FILE

I-405-8(7)361
6549

February 14, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 6
March 8, 1966 meeting

Gentlemen:

McIntyre Electrical, Inc., contractor for the installation of illumination of the S. W. Broadway-Ross Island Bridge Section of the Stadium Freeway in Multnomah County, Contract 6549, has requested that the specified completion date of August 15, 1965, be advanced to the actual completion date of November 15, 1965, without assessment of liquidated damages.

The contract was awarded February 24, 1965. The contractor has denied access to the construction area until June 15, 1965, a delay of some 3½ months, because of work of another contractor in the construction area. After June 15, the contractor worked the job in segments as they became available and was able to substantially complete the work in time for the freeway opening on October 26, 1965. Final cleanup work was completed November 15, 1965.

Inasmuch as the contractor was delayed some 3½ months in starting the work, after which he had to pursue the work on a piecemeal basis in order to complete it in time for the freeway opening, I recommend that the requested extension be granted without assessment of liquidated damages.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the March 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Victor D. Wolfe
Tom Edwards
L. H. Young
I. D. Merchant
C. H. Maison
A. E. Johnson

CAG:jf bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6549 Contractor McIntyre Electrical, Inc.

Highway Stadium Freeway

Section S.W. Broadway-Ross Island Bridge

Kind of Work Illumination Job.No. 9411

It is recommended that such extension be granted as requested under the following terms and conditions:

The requested extension should be granted unconditionally.

On June 15, 1965, a portion of the job-site became available to the contractor. The contractor did move in and commenced work on this date. Using June 15, as the earliest possible starting date, we determine that there was a delay to the contractor of 110 days from the February 24, 1965 award of contract. This delay time more than covers the 92 days the contractor overran his completion date. In addition, 53 days of this overrun were covered by Stop-work orders.

Recommended for Approval:

Edward L. Smith
Assistant Division Engineer

Leon V. Marchant
Construction Engineer or Bridge Engineer

J. H. Gibbard
State Highway Engineer

Contract No.	6549
Project designation	I-405-8(7)301 (State—Federal)
Date awarded	February 24, 1965
Work started	June 15, 1965
Per cent completed	100% on Nov. 15, 1965 (Date)
Specified completion date	August 15, 1965
Previously extended to	
Extension requested to	November 15, 1965

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 25, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-405-8(7)301
SW. Broadway - Ross Island Bridge Section
Illumination - Time Extension

We concur in the request outlined in your January 19, 1966 letter signed by Mr. Tom Edwards for a time extension in the above project to November 15, 1965. Our records indicate that the contractor, McIntyre Electrical, Inc, was denied access because of a change in concrete paving on another project within the construction area.

This concurrence supersedes and cancels our previous concurrence in a time extension to October 15, 1965 on the subject project.

REFERRED TO
Ed Webster
BY ASST. STATE HWY. ENGR.

Copy to Young Woodhead

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 3 - 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
FEB 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6549 Contractor McIntyre Electrical, Inc.

Highway Stadium Freeway

Section S.W. Broadway-Ross Island Bridge

Kind of Work Illumination Job.No. 9411

It is recommended that such extension be granted as requested under the following terms and conditions:

The requested extension should be granted unconditionally.

On June 15, 1965, a portion of the job-site became available to the contractor. The contractor did move in and commenced work on this date. Using June 15, as the earliest possible starting date, we determine that there was a delay to the contractor of 110 days from the February 24, 1965 award of contract. This delay time more than covers the 92 days the contractor overran his completion date. In addition, 53 days of this overrun were covered by Stop-work orders.

Recommended for Approval:

Edward L. Babcock
Assistant Division Engineer

Ivan V. Marshall
Construction Engineer or Bridge Engineer

J. H. Garred
State Highway Engineer

Contract No.	6549
Project designation	I-405-8(7)301 (State—Federal)
Date awarded	February 24, 1965
Work started	June 15, 1965
Per cent completed	100% on Nov. 15, 1965 (Date)
Specified completion date	August 15, 1965
Previously extended to	
Extension requested to	November 15, 1965

Form E-320—3M—9-51

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Date December 10th, 19 65

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We, the undersigned, respectfully request an extension of ..... days time, from ....., 19....., to ....., 19....., within which to complete our Contract No. 6549, described as follows:

August 15th to November 15th, 1965

The above request is based upon the following reasons:

see accompanying letter

Respectfully submitted,

McIntyre Electrical, Inc.
Contractor

By Albert Adams
Albert Adams

CONSENT OF SURETY

Date December 10, 19 65

We, GLENS FALLS INSURANCE COMPANY, GLENS FALLS, NEW YORK, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

David J. Kuhlman
David J. Kuhlman, Attorney-in-fact (SEAL)

David J. Kuhlman
JAMES B. SCHRAM & COMPANY, Resident Agent
Woodlark Building
Portland, Oregon 97205

State Printing 78755.

Form CD-121
(11-63)
(Prea. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 25, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-405-8(7)301
SW. Broadway - Ross Island Bridge Section
Illumination - Time Extension

We concur in the request outlined in your January 19, 1966 letter signed by Mr. Tom Edwards for a time extension in the above project to November 15, 1965. Our records indicate that the contractor, McIntyre Electrical, Inc, was denied access because of a change in concrete paving on another project within the construction area.

This concurrence supersedes and cancels our previous concurrence in a time extension to October 15, 1965 on the subject project.

REFERRED TO
Edwards
By Asst. State Hwy. Engr.

Copy to Young Merchant

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 3 - 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
FEB 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

McINTYRE ELECTRIC COMPANY
PORTLAND 8, OREGON
AV 8-8393

12005 NORTH BURGARD
Oregon Shipyard

December 10th, 1965

State Highway Department
5821 NE Glisan
Portland, Oregon

Attention: Mr. J.X. Wilson

Dear Sir:

This letter is to accompany our request for time extension of our contract 6549.

On May 18th and again on July 29th we requested an extension of completion time. The second request was for 60 days. It now appears that we need a total extension of time to cover the period between August 18th and Nov. 15th.

Our job was held up all along because the general contractor, Donald M. Drake Co., was unable to complete his part of the operation so that it woul d be available for us.

On September 9th we received a stop order on E Line and F Line to allow the general contractor to get his structural steel painted. This stop order was made effective August 26th and was lifted on October 13th. At this time we were notified that we were expected to have this portion complete by October 18th.

The job was substantially complete by this date but the painting was not completed until November 15th. Five days of this time was covered by a stop order dated November 12th because of rain and inclement weather.

Had we been able to go ahead with our job and finish without any interruptionss, we would have had no problem finishing our contract by the original completion date.

Very truly yours,

McINTYRE ELECTRIC

Albert Adams

RECEIVED
DEC 14 1965
RES. ENGR.

M:ea

McINTYRE ELECTRIC COMPANY

PORTLAND 2, OREGON
AV 6-5293

12005 NORTH BURGARD
Oregon Shipyard

December 10th, 1965

State Highway Department
5821 NE Glisan
Portland, Oregon

Attention: Mr. J.X. Wilson

Dear Sir:

This letter is to accompany our request for time extension of our contract 6549.

On May 18th and again on July 29th we requested an extension of completion time. The second request was for 60 days. It now appears that we need a total extension of time to cover the period between August 18th and Nov. 15th.

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Had we been able to go ahead with our job and finish without any interruptionss, we would have had no problem finishing our contract by the original completion date.

Very truly yours,

McINTYRE ELECTRIC

Albert Adams

Albert Adams

RECEIVED
DEC 14 1965
RES. ENGR.

AA:ea

Industrial Power Substations Power Line Construction

RECEIVED
FEB 8 1966

Form CO-12a (Rev. 11-43) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-405-8(7)301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 25, 1966

In reply refer to: 08-35-DA

L549

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-405-8(7)301
SW. Broadway - Ross Island Bridge Section
Illumination - Time Extension

We concur in the request outlined in your January 19, 1966 letter signed by Mr. Tom Edwards for a time extension in the above project to November 15, 1965. Our records indicate that the contractor, McIntyre Electrical, Inc, was denied access because of a change in concrete paving on another project within the construction area.

This concurrence supersedes and cancels our previous concurrence in a time extension to October 15, 1965 on the subject project.

NOTED
R. L. PORTER

REFERRED TO
By Asst. State Hwy. Engr.

Copy to Jones & Moorhead
2-2-66

RECEIVED
FEB 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S.W. Broadway-Ross Island Bridge Section		WEEK ENDING: January 21, 1966
HIGHWAY: Stadium Freeway		SECTION PREFIX: 626-1033
NAME OF JOB: S.W. Broadway-Ross Island Bridge Sec.	KIND OF WORK: Illumination	COUNTY: Multnomah
CONTRACTOR: McIntyre Electrical, Inc.	CONTRACT NUMBER: 6549	FEDERAL AID PROJECT NUMBER: I-405-8(7)301
DATE OF CONTRACT: February 24, 1965	DATE WORK STARTED: June 15, 1965	ESTIMATED COMPLETION DATE: - - -
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 31,213.12	SPECIFIED COMPLETION DATE: Aug.15,1965 (See "Remarks")	PERCENT OF TIME ELAPSED: 100 %
EXCLUSIVE OF ENGINEERING: $ 28,993.52	ENGINEERING AUTHORIZATION: $ 2,219.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 %
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 27,745.00	ENGINEERING COST TO DATE: $ 3,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99 %
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4 %	PERCENT OF AUTHORIZATION: 135 %	DATE PROJECT WAS COMPLETED: November 15, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 pickup & small tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Jan. 16 SUNDAY	Fair after fog in early A.M.			
17 MONDAY	Fair			
18 TUESDAY	Fair & Cold			
19 WEDNESDAY	Fair & Cold			
20 THURSDAY	Fair & Cold			
21 FRIDAY	Cloudy & Cold			
22 SATURDAY				

Morgan
Routi
Docker
Bond
Barbee
Walker
Glenn
Svan
Scott
Wills
Litchfield
Olson
[illegible]

RECEIVED
JAN 24 1965
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Jan. 16 SUNDAY	No Activity
17 MONDAY	Contractor finished some adjustments, paint touch-up and final clean-up of the job site today.
18 TUESDAY	No Activity
19 WEDNESDAY	No Activity
20 THURSDAY	No Activity
21 FRIDAY	No Activity
22 SATURDAY	No Activity

REMARKS

The Contractor has requested an extension of time to cover the period between August 15, 1965 and November 15, 1965.
Project is now complete, the semi-final has been submitted for checking and processing, but payment will be withheld pending delivery from Westinghouse of some photometric data.

This will be the concluding weekly report.

SIGNED L X Wilson LOCATION 5821 N.E. Glisan
Resident Bridge Engineer Portland, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JAN 20 1966
FOR FILING

I-405-8(7)301

6549

January 19, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: S.W. Broadway-Ross Island
Bridge Section Illumination Contract No. 6549
F.A.P. I-405-8(7)301

Dear Sir:

McIntyre Electrical, Inc., contractor on the above project, has requested that the specified completion date of August 15, 1965, be advanced to the actual completion date of November 15, 1965, without assessment of liquidated damages.

The contract was awarded on February 24, 1965. The contractor was denied access to the construction area until June 15, 1965, a delay of some 3½ months, because of work of another contractor in the construction area. After June 15, the contractor, by working the job in segments as they became available, was able to substantially complete the work in time for the freeway opening on October 26, 1965. Final cleanup work was completed November 15, 1965.

Inasmuch as the contractor was delayed some 3½ months in starting the work and, after starting had to pursue the work on a piecemeal basis in order to complete the work for the freeway opening, I propose to recommend to the Highway Commission that the requested extension be granted without assessment of liquidated damages. May I have your concurrence in this recommendation.

This request supersedes and cancels our request of October 4, 1965, which was acknowledged by your memo dated October 6, 1965 (08-35.01-4).

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

CAG:jf bg

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

RECEIVED
JAN 17 1966

FORM E-30X—80M—1-65 SP°18102-734

FOR FILING

I-405-8(7)301

6549

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1966

To: MEMO TO THE FILES

SUBJECT: Reflectorized Buttons on Signs
S. W. Broadway-Ross Island Bridge Section

On the subject project two sizes of the reflectorized sign buttons failed to meet the test requirements as to water leakage. These sizes were the 1-1/2" and 7/8" buttons. 4% of the 1-1/2" size failed and 10% of the 7/8" size failed to meet the test requirements. Specifications require that not over 2% failure is allowable and if over that amount of failure is prevalent all of the buttons of that particular size shall be rejected.

The people concerned with manufacture and contracting of the signs requested a meeting to discuss the rejection on the reflectorized buttons. On January 7, 1966 at 1:30 P.M. in the Construction office in Salem the following listed personnel attended a meeting to discuss this problem:

F. D. Morgan	Construction Engineer, Oregon State Highway Dept.
J. N. Hershberger	Legal Division, Oregon State Highway Department
A. W. Rickels	Donald M. Drake Company
William G. Liedlich	Stimsonite Signal Products
Victor Knuth	Traffic Safety Supply Company
Mrs. E. Reznick	Traffic Safety Supply Company
J. F. Stillwell, Jr.	Stillwell Construction Company
Richard Lytle	Oregon State Highway Department
Jon Rose	Oregon State Highway Department
John Jenkins	Oregon State Highway Department
Ed J. Rief	Oregon State Highway Department
John H. Walker	Oregon State Highway Department
L. E. George	Oregon State Highway Department
Edward L. Hardt	Oregon State Highway Department
Oscar A. White	Oregon State Highway Department

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JAN 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

The following was discussed:

Mr. Liedlich of Stimsonite Signal Products related that the signs were made in California and shipped to the project and were, as far as he knew, in first class condition. During the conversations he also commented that the tests on the reflectorized buttons were intended as a quality test of the manufactured product and not for any damage which might occur in shipment or erection.

Mr. Stillwell of the Stillwell Construction Company, who erected the signs, discussed the following: he related the methods which concerned the erection of the signs. He also commented that approximately 50% of the signs were covered with plywood by Oregon State Highway Department personnel and indicated that possible damage to the reflectors may have occurred during this operation. During the discussion Mr. Stilwell brought out the point that no tolerance for breakage or other factors was allowed by Oregon State Highway Department specifications and that if the same specification continued he would be forced to raise his bid prices to take care of such situations. He also proposed that rather than replacing all of the buttons of the 1-1/2" and 7/8" sizes in the signs, that an inspection be made by an Oregon State Highway Department Inspector and that all buttons which were considered defective would be replaced.

This proposal was discussed, but it was the opinion of the State representatives that the suggestion did not meet the requirements of the specifications and also that it was considered that a visual examination of the buttons to determine suitability as to water leakage was somewhat impractical.

It was also noted by State personnel that the sampling of the button reflectors was taken at random from some eleven different signs, none of which had been covered by the plywood.

Some of the sample reflector buttons which had been subjected to the water leakage test were at hand and examined by the personnel attending and, in addition, there were other buttons examined showing failure which had been taken from the signs prior to the meeting which were also examined.

Mr. A. W. Rickels of the Donald M. Drake Company, contractor, stated that his company desired that this matter be resolved at this time as he considered it best for them and the State.

The decision was that the 1-1/2" size and 7/8" size reflector buttons were to be replaced. The State would take care of uncovering the covered signs for replacement purposes.

JHW:bjm
cc: F. B. Klaboe

John H. Walker
Assistant Construction Engineer

RECEIVED
DEC 30 1965

COMMISSIONERS
FOLLETT L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-405-8(7)301

6549

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 18, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on Nov. 15, 1965, on Contract No. 6549, S.W. Broadway-Ross Island Bridge Section, in Multnomah County, in connection with Federal-Aid Project No. I-405-8(7)301.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: December 16, 1965

Conditions noted on above date:

None

CP Smith/

NOTED
FEB

REFERRED TO
By Asst. State Hwy. Engr.
12-29-65

A. W. Parsons
Division Engineer

By: ME Martin

M. E. Martin
District Engineer

RECEIVED
OCT 8 1965

Form CO-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

I-405-8(7)301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 6, 1965

In reply refer to: 08-35.DA-4

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(7)301, Broadway-Ross Island Bridge Section
Time Extension - Illumination

We concur in your request outlined in the October 4, 1965 letter from Mr. I. Merchant and signed by Mr. A. Rear for a time extension on the above project to October 15, 1965. Our records indicate that the contractor, McIntyre Electrical, Inc., was denied access because of the change in concrete paving.

Copy to Merchant
10-7-65

RECEIVED
OCT 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 9 - 1965
FOR FILING

6247

477 Cottage St. N.E.
Salem, Oregon 97301

March 2, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

08-35.EC

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-405-3(7)301
S.W. Broadway-Ross Island Bridge Section
Illumination

As requested in Mr. Young's letter of February 26, 1965 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of February 24, 1965 in the award of contract No. 6549 to McIntyre Electrical, Inc. of Portland, Oregon, low bidder in the amount of $27,745.00 at the February 23, 1965 bid opening.

Original to Young
3-9-65

NOTED
LLOYD P. SHAW

RECEIVED
MAR 3 - 1965
FOR FILING

February 26, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of February 24, 1965, is requested in the award of contract for the S.W. Broadway-Ross Island Bridge Section, Project No. I-405-8(7)301.

The contractor receiving the award is McIntyre Electrical Inc. in the amount of $27,745.00 with the Contract No. 6549 assigned. This bid was received February 23, 1965 and awarded February 24, 1965.

All rights of way or rights of entry have been acquired.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

The low bidder completed the statement in our Proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:mb

RECEIVED
MAR 3 - 1965
FOR FILING

FORM S-30X—SOM—7-64 SP*6250-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1965

SUBJECT:

To: Mr. Fred B. Klaboe
Metropolitan Engineer

PORTLAND

Transmitted herewith are seven copies of a preliminary landscaping plan of the S.W. Broadway-Ross Island Bridge Section, Stadium Freeway, requested by Commissioner Bowes at the recent meeting on this subject. Will you please deliver them to him and discourage requests for additional copies - they represent a good three hours work each.

Note that we have colored the City owned parcels separately on Sheet 3A. We will consult with their representatives later with regard to joint development and, I trust, their taking over maintenance. No work is proposed under this contract on the area colored light brown (grass) on Sheet 5A.

F. D. Morgan
Construction Engineer

By Mark H. Astrup

Mark H. Astrup
Landscape Engineer

cc: Lloyd P. Shaw
F. D. Morgan

NOTED
LLOYD P. SHAW

RECEIVED
FEB 26 1965
RECORD FILING

GLENN L. JACKSON, Portland
KENNETH H. FRIDLEY, Wasco
DAVID B. SIMPSON, Portland
FLOYD QUERY, Secretary
Salem

6549

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
State Highway Engineer
R.L. PORTER
Deputy State Hwy. Engr.
LEONARD I. LINDAS
Chief Counsel

February 25, 1965

McIntyre Electrical, Inc.
12000 N. Burgard
Portland 3, Oregon

Gentlemen:

The State Highway Commission on February 24, 1965 awarded to you State Highway Contract No. 6549 for the following project:

Roadway Illumination project on the S. E. Broadway-Ross Island Bridge Section of the Stadium Freeway Highway in Multnomah County.

This award was based on your low bid of $27,948.00 which was submitted to the Commission on February 23, 1965 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

eg

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
MAR 15 1965
FOR FILING
I-405-F(7)2-1
6549

MISC. CONTRACTS and AGREEMENTS No. 2793

Salem, Oregon
February 4, 1965

Agenda Item 4-j

Mr. F.B. Crandall
Traffic Engineer
Building

Illumination Agreement
SW Braodway-Ross Island Br. Section
Stadium Freeway

Attached is a partially signed copy of an agreement with the City of Portland covering installation of luminaire units on S. W. Broadway-Ross Island Bridge Section of Stadium Freeway (I-405).

A fully executed copy of the above agreement has been retained in this office for the Commission's files and two fully executed copies have been sent to the City of Portland.

Secretary

FH
Attach: 1

RECEIVED
FEB 4 - 1965
FOR FILING

Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

February 1, 1965

Original signed by
G. R. Brooks
Dist. Engineer

08-35.2DA

By: G. R. Brooks
District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-405-8(7)301
S.W. Broadway-Ross Island Bridge Section
Illumination

F. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our approval is with the understanding that all necessary right-of-way has been acquired for occupancy and contractor's use, with advisory assistance provided, and further that control of access rights has been acquired with the possible exception of those involved with utilities as indicated in Mr. Wright's and Mr. Litchfield's January 25, 1965 reports.

Your January 25, 1965 status report for utility right-of-way indicates that no adjustments are involved but that a check has been made of all existing utility easements and permits controlling access from these easements will be forthcoming. Certification concerning such access rights should be furnished prior to our concurrence in award. If exceptions are listed, the project will not be accepted as complete until such time when full control of access is obtained.

Mr. Young's January 28, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

The use of the Standard Specifications for Highway Construction - 1964, is approved for use on this specific project.

The use of the Division I - General Requirements, Article 8-1 Subletting, dated 12-1-64, Supplemental Standard Specification is approved for use on this specific project.

Attachment

Original To Young with attached
2-4-65

NOTED
LLOYD P. SHAW

RECEIVED
JAN 25 1965
FOR FILING
214.5-1(7)301
6549

January 22, 1965

Oregon State Highway Commission

Gentlemen:

On the agenda for the January 27 Commission meeting will appear the matter of entering into an agreement with the City of Portland covering the installation of luminaire units on the S. W. Broadway-Ross Island Bridge Section of the Stadium Freeway (I-405).

The agreement provides for the City to pay for all power costs, with the State standing the cost of installation and maintenance. This is as usual on Interstate projects. It is estimated that the work will cost $45,000.

I recommend your approval and authority for the Secretary to sign the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

RLP:ms bjs

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison
E. S. Hunter
A. E. Johnson

4-1121 Roadway Illumin. Install., Smith Pt. Channel. Sec., Oregon Coast Hwy. in Astoria 1965

#6550

C & A 2785

RECEIVED
MAR 14 1966
FORM E-80X—80M—1-65 SP*6418-734
FOR FILING
4-11-21
6421

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1966

To: Mr. G. E. Rohde
Chief Counsel

Office

SUBJECT: Olson Electric Co.
Smithpoint Channelization
Contract No. 6550
Liquidated Damages

Please refer to my inter-department letters dated February 1 and February 18, 1966, regarding the above contractor's claim.

In my letter of February 18, I concluded that there was no basis for offering anything to settle this claim, except from a nuisance value standpoint.

The contractor's attorney, Mr. Bemis, has been inquiring again about our attitude.

The amount of the claim is approximately $500. Some kind of reply should be made to Mr. Bemis in the near future. Is it our policy to: (a) flatly deny a claim, advanced in good faith, which we believe to be without merit, or (b) to offer a minimal sum to forestall litigation.

ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

cc: Tom Edwards
Ivan D. Merchant
R. D. Asburry
J. R. Patterson
F. C. McKinney

NOTED
TOM EDWARDS

RECEIVED
FEB 25 1966

FORM E-POX—COM—1-66 SP*19102-734

FOR FILE
4-1121
6550

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 18, 1966

To: G. E. Rohde
Chief Counsel

Office

SUBJECT: Olson Electric Co.
Smithpoint Channelization
Contract No. 6550
Liquidated Damages

In my inter-department letter to you of February 1, 1966, I suggested that if there was any factual basis for the contractor's claim that he was delayed because of the nature of sub-surface materials, differing from what he reasonably anticipated, there would appear to be sufficient liklihood of some recovery in court that some compromise on our part might be in order.

Subsequently, I discussed this matter in somewhat greater detail with Mr. Asburry, Division Engineer. He advised that one of several embankments where lighting poles were required to be placed was composed of hard, rocky material, but that this condition was readily apparent at the time of the bid. Excavating to the originally planned footing depth would have been difficult for the contractor and also would have tended to undermine the existing pavement.

Hence, the Resident Engineer (Mr. Danforth), possibly with the Bridge Division's specific approval, allowed the footings to be placed at a shallower depth, with the line placed in a conduit. Mr. Asburry advises that this was, or at any rate should have been, a speedier method for the contractor to perform the work, and that the change was apparently approved on the spot without any delay to the contractor.

Thus, even though our original design might be considered to be an error, apparently no delay to the contractor resulted therefrom.

Apparently, the actual principal reason for the delay in completing this job, or at least one of the principal reasons, was delay experienced by the contractor in obtaining the prescribed type of lighting poles. The applicable standard specifications (1964 Edition, Article 8-7) say that unavailability of labor or equipment is not a reason for a time extension. No mention is made of the unavailability of materials, but such is not within the listed reasons for granting a time extension.

I duscussed the legal aspects of this matter informally with Mr. Patterson, and it was suggested that perhaps the unavailability of

NOTED
ROM EDWARDS

the poles, if they were not available from any source in time for prompt completion, would amount to legal impossibility of performance within the prescribed time, which would be an excuse for non-performance by the specified date, in which event we would not be entitled to liquidated damages for delay.

However, an examination of certain basic legal authorities indicates that such an event probably would not amount to legal impossibility. In Restatement, Contracts, Section 460, which deals with the non-existence of a specific thing necessary for performance, as amounting to impossibility, it is stated in illustration 13 that:

> "13. A contracts with B to sell to him a cargo of tea of a certain kind and quality. At the time fixed for performance tea of that kind and quality is not obtainable on the market. A's duty is not discharged. Chances of the market due to ordinary events are assumed by him."

It would appear that similarly in the present situation, the contractor, being in the electrical business, should have known at least as much as the State about the availability on the market of the required type of poles. If he believed that the prescribed completion time was unreasonable in relation to the current market conditions, he should not have submitted a bid. It thus is barely conceivable, but regarded as very unlikely, that the State could be made responsible for delay in the project resulting from temporary unavailability of the required type of poles on the market.

Another analogous situation is mentioned in Restatement, Contracts, Section 467, which distinguishes unanticipated difficulty from impossibility of performance. It is there stated, under the illustrations, that:

> "2. A contracts with B to erect a building and have it completed by the first day of the following October. Unusual but not unprecedented rains make it impossible to complete the building by that time by usual methods. A's duty to perform by the agreed day is not discharged. Vagaries of the weather should be anticipated."

Similarly here, it is believed that vagaries of the market, governing availability of required materials, should also be anticipated.

What all this boils down to appears to be that there is no reason for extending a compromise offer on this claim, other than from the nuisance value standpoint. Accordingly, it is my recommendation

that we advise the contractor's attorney that we cannot recommend any compromise offer in this case. If this is done, of course, it should be anticipated as a reasonable probability that litigation will ensue.

ALAN H. JOHANSEN
Attorney

AHJ:gh

cc: Tom Edwards
I. D. Merchant
Ray Asburry
J. R. Patterson

RECEIVED
FEB 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 14 1966
8470-784

FOR FILING
4-1121
6550

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

February 10, 1966
Salem, Oregon

SUBJECT: Smith Point Cannelization
Contract No. 6550
Contractor's Claim
(Johansen's Letter February 1, 1966)

To: Mr. Tom Edwards
Assistant State Highway Engineer

O F F I C E

L

This contract was awarded September 24, 1965, with a specified completion date of June 30, 1965. The work was completed July 14, 1965.

Contractor presented a request for an extension of time and requested that liquidated damages be waived.

Division and this office recommended that the request be denied.

Commission denied the request by action on November 4, 1965, and assessed the contractor $420 liquidated damages.

Contractor protested denial and asked for a review by letter November 16, 1965.

We answered the contractor's request for a review per our letter of December 1, 1965.

Ivan D. Merchant
Bridge Engineer

CAG:jf
Attachments: Commission Letter November 9, 1965.
Contractor's Letter November 16, 1965.
Department Letter December 1, 1965.
Johansen's Letter February 1, 1966.

RECEIVED
FEB 10 1966
OFFICE
STATE HIGHWAY

NOTED
JIM EDWARDS

FORM E-20X—60M—1-65 SP*19102-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 1, 1966

To: G. E. Rohde
Chief Counsel

O f f i c e

SUBJECT: Olson Electric Co.
Smithpoint Channelization
Contract No. 6550
Liquidated Damages

For your convenience, I am attaching a copy of letter dated January 18, 1966, from Richard C. Bemis, Attorney for the above contractor, which you assigned to me for reply.

Upon making inquiry, I recently received from Mr. Merchant copies of several letters between this contractor and the Department, from which it appears that this dispute relates to the retention of approximately $500 in liquidated damages for late completion of the above contract.

Since Mr. Bemis's letter indicated that he was not apprised of the nature of the dispute, I contacted him by telephone on January 31, and advised him that the approximate sum of $500 involved was for liquidated damages for late completion, and that the Department had fully informed his client of the reasons for this charge.

Apparently, from the correspondence which I have seen, the contractor claimed that he was entitled to a time extension because of delay resulting from: (1) problems regarding the availability of materials and labor; (2) rock, and other unforseen sub-surface materials encountered in excavating, and (3) delay by the State in approval of material lists.

The Department's position has been that there was no substantial delay in approval of material lists, and that the other factors are elements of construction within the contractor's sphere of responsibility.

Without an extensive review of the project records, it would appear that the Department's position is sound with respect to any delay caused by shortages of materials and labor, and that if our records are complete with respect to approval of material lists, no delay resulted therefrom.

However, past experience in other cases indicates that a justiciable question, for determination by a jury or judge, could probably be presented if the contractor is claiming that he was delayed by reason of the nature of sub-surface materials.

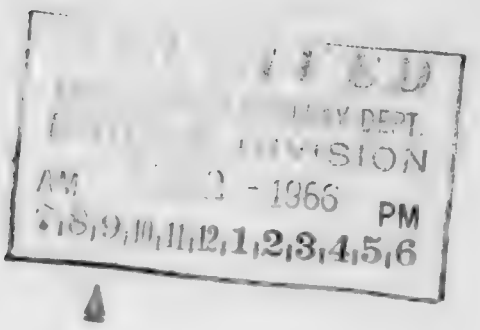
The contractor's attorney indicated that he had been instructed to take whatever steps were necessary to effect collection, including litigation if necessary. I indicated that I had neither sufficient knowledge of the facts nor sufficient authority to suggest any compromise, but Mr. Bemis volunteered that he would recommend to his client acceptance of $350 in compromise of this claim.

This appears to be another of the situations where the amount in dispute is such that neither party can actually afford to litigate the question. It is also undoubtedly true that litigation would in the long run be more burdensome to the contractor than to the Department. However, if there is any factual basis for the contractor's claim that he was delayed because of the nature of sub-surface materials, differing from what he reasonably anticipated, there would appear to be sufficient liklihood of some recovery in court that some compromise offer on our part might be in order.

Accordingly, I would appreciate instructions as to whether to agree to the $350 proposal, to flatly reject the same, or to extend some counter-offer. There is some reason to believe that the contractor's attorney, at least, would be willing to entertain a proposal of some lower figure.

ALAN H. JOHANSEN
Attorney

AHJ:gh
Attchment
cc: Tom Edwards
Ivan Merchant
C. H. Maison



FORM S-123X SOM 7-69

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

65?

November 9, 1965

NOTED
A. GARDNER

Olson Electric Company, Inc.
710 West 8th Street
Vancouver, Washington

Gentlemen:

The State Highway Commission at its meeting on November 4 considered your request for an extension of the specified completion date from June 30 to July 14, 1965, to complete Contract No. 6550 for illumination on the Smith Point Channelization Section of the Oregon Coast Highway in Clatsop County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cccc R. D. Asburry
Geo. Danforth
I. D. Merchant
L. H. Young
C. H. Maisen

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
NOV 10 1965
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Olson ELECTRIC COMPANY, Inc.

ELECTRICAL CONTRACTORS

Vancouver OX 4-1551 - Portland BU 5-2827
POST OFFICE BOX 830
VANCOUVER, WASHINGTON

November 16, 1965

State of Oregon
State Highway Department
Salem 97310

Subject: Correspondence of November 9, 1965
Contract No. 6550

Attn: Mr. Floyd Query

Gentlemen:

We are not in agreement with the decision to deny our request for extension of subject contract.time.

There are three valid reasons for extension. Number one, the State Highway Department has failed to recognize the material expediting problems as a result of the unusual demands placed upon the sources of supply by the accelerated National Highway program.

Secondly, unusual conditions of this contract as to rock and subsurface conditions.

Thirdly, the state participated in delay of approvals, subsequently holding up material availability.

Sighting the above reasons, we wish to apply for a review of our extension as provided under the Federal Aid program.

Very truly yours,
OLSON ELECTRIC CO., INC.

Joe Olson
President

JO:bm

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OREGON
STATE HIGHWAY COMMISSION

6550

FILED

OLSON ELECTRIC COMPANY, INC.
710 WEST 8TH. STREET
P. O. BOX 830
VANCOUVER, WASHINGTON

Oregon State Highway Department
State Highway Bldg.
Salem 10, Oregon
Accounting Division

10-28-65 SUBJECT Contract # 6550

Gentlemen:

Enclosed please find the final estimate contract payment voucher which we have signed with the stipulation that we reserve the right to appeal the liquidated damages.

Very truly yours,
OLSON ELECTRIC COMPANY, INC.

Joe Olson
President

JO:rd

Copies forwarded to Young and McFarlane

KWIK-MEMO

FORM S-120

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6550

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 1, 1965

NOTED
C. A. GARD.

Mr. Joe Olson, President
Olson Electric Company, Inc.
P. O. Box 830
Vancouver, Washington

Re: Smith Point Channelization
Oregon Contract No. 6550

Dear Mr. Olson:

I have your letter of November 16 asking for a review of your requested extension of time on the above project.

Considering the reasons stated in your original request of August 16, 1965 and your current letter, availability of materials and labor and type of sub-surface material are elements of construction within the contractor's sphere of responsibility and within the language of the contract specifications are not reasons for an extension of time without assessment of liquidated damages.

As to the State's delay in approval of material lists, our records indicate incomplete shop details were received March 31, 1965. Additional information was requested April 1, 1965 and received April 6, 1965 with further additional information requested and received April 8, 1965, with all details approved and returned April 9, 1965. One day is not an unreasonable time for approval of shop details and hence cannot be considered as a reason for granting an extension of time without assessment of liquidated damages.

As to your statement that the lights were turned on July 9, our records indicate the last pole was set and wired July 14, 1965, which was established as the completion date for the contract.

NOTED
L. D. MERCHANT

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BRIDGE DIVISION
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4

The reasons for delay in completion of the work cited in your original request were given very careful study prior to the denial of the request. In view of the foregoing, I can see no reason for bringing the matter before the Highway Commission for further consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
JOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Floyd Query
Victor D. Wolfe
Ivan Merchant

CAG:jf jwa

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BRIDGE DIVISION
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DEC 2 - 1965
FOR FILING

4-1121

6550

December 1, 1965

4136

Mr. Joe Olson, President
Olson Electric Company, Inc.
P. O. Box 830
Vancouver, Washington

Re: Smith Point Channelization
Oregon Contract No. 6550

Dear Mr. Olson:

I have your letter of November 16 asking for a review of your requested extension of time on the above project.

Considering the reasons stated in your original request of August 16, 1965 and your current letter, availability of materials and labor and type of sub-surface material are elements of construction within the contractor's sphere of responsibility and within the language of the contract specifications are not reasons for an extension of time without assessment of liquidated damages.

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The reasons for delay in completion of the work cited in your original request were given very careful study prior to the denial of the request. In view of the foregoing, I can see no reason for bringing the matter before the Highway Commission for further consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Floyd Query
Victor D. Wolfe
Ivan Merchant

CMG:jf jwa

Olson ELECTRIC COMPANY, Inc.

ELECTRICAL CONTRACTORS

Vancouver OX 4-1551 - Portland BU 5-2827
POST OFFICE BOX 830
VANCOUVER, WASHINGTON

November 16, 1965

State of Oregon
State Highway Department
Salem 97310

Subject: Correspondence of November 9, 1965
Contract No. 6550

Attn: Mr. Floyd Query

Gentlemen:

We are not in agreement with the decision to deny our request for extension of subject contract time.

There are three valid reasons for extension. Number one, the State Highway Department has failed to recognize the material expediting problems as a result of the unusual demands placed upon the sources of supply by the accelerated National Highway program.

Secondly, unusual conditions of this contract as to rock and subsurface conditions.

Thirdly, the state participated in delay of approvals, subsequently holding up material availability.

Sighting the above reasons, we wish to apply for a review of our extension as provided under the Federal Aid program.

Very truly yours,
OLSON ELECTRIC CO., INC.

Joe Olson
President

JO:bm

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OREGON STATE HIGHWAY DEPT
BRIDGE DIVISION
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NOV 19 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 24 1965
FOR FILING

4-1121
6551

November 9, 1965

#12

Olsen Electric Company, Inc.
710 West 8th Street
Vancouver, Washington

Gentlemen:

The State Highway Commission at its meeting on November 4 considered your request for an extension of the specified completion date from June 30 to July 14, 1965, to complete Contract No. 6550 for illumination on the Smith Point Channelization Section of the Oregon Coast Highway in Clatsop County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lm

cccc R. D Asbury
Geo. Danforth
I. D. Merchant
L. H. Young
C. H. Maison

FORM 123X BOM 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 22, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 12
November 4, 1965 Meeting

Gentlemen:

Olson Electric Company, Incorporated, contractor on the Smith Point channelization illumination on the Oregon Coast Highway in Clatsop County, Contract No. 6550, has requested that the specified completion date of June 30, 1965, be advanced to July 14, 1965, without assessment of liquidated damages.

The request is based on four reasons:

1. State delay in material approvals.

2. Suppliers not being able to deliver materials needed in time.

3. Unable to procure electric workers from local union when supplies were finally delivered.

4. Lights were turned on July 9 except for one luminaire which had a defective ballast.

The work was actually completed July 14, 1965. The penalty to be assessed amounts to $420.

None of the reasons stated in the contractor's request are within the language of the contract specifications for granting an extension of time. I recommend that the contractor's request be denied.

This matter will be on the agenda for your consideration at the November 4 meeting.

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
I. D. Merchant
L. H. Young
C. H. Maison
R. D. Asburry

Very truly yours,

Forrest Cooper
State Highway Engineer

NOTED
FLOYD QUERY

E—330 (Rev.)—6M—10-57

3260015

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 16, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from June 30, 1965 days to July 14th days, within which to complete our Contract No. 6550, without the assessment of liquidated damages. The said contract is described as follows:

Smith Point Channelization Illumination

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. State delay in material approvals
2. Suppliers not being able to deliver materials needed in time (see attached letter)
3. Unable to procure electrical workers from local union when supplies were finally delivered,
4. Lights were turned on on July 9th except for one luminaire which had a defective ballest.

Respectfully submitted,

OLSON ELECTRIC COMPANY, INC.
Contractor

By Joe Olson
JOE OLSON
PRESIDENT

CONSENT OF SURETY

Date August 19, 1965

We, HARTFORD ACCIDENT AND INDEMNITY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Agnes M. Yadrosich
Attorney-in-fact
AGNES M. YADROSICH
R. T. CARPENTER CO.

(SEAL)

Edward Kapsales
Resident Agent
Portland,
Oregon

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6550 Contractor Olson Electric Company, Inc.

Highway Oregon Coast

Section Smith Point Channelization

Kind of Work Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~ACCEPTED~~. The reasons for such recommendation are as follows:

Delay in material approvals due to incomplete shop drawings, making it necessary for several contacts with fabricators before approval could be made.

Shortage of labor is not considered to be beyond the contractor's control and shall not be considered cause for increase in contract time.

Lights could ha ve been turned on on July 9 but work still being performed on certain phases of the project until July 14.
(The last light pole was erected on July 14)

Recommended for Approval:

R. D. Ackroyd
Division Engineer

Alfred A. Rose
Construction Engineer or ~~Asst~~ Bridge Engineer

Lowell Hanson
State Highway Engineer

Contract No. 6550

Project designation State
State-Federal

Date awarded February 24, 1965

Work started June 2, 1965

Per cent completed 100% July 14, 1965

Specified Completion Date: ~~Date~~ June 30, 1965

Previously extended to:

~~No. of Workdays Used~~ ——

Extension requested to

~~No. of Additional Workdays Requested~~ None

RECEIVED
OCT 27 1965
FOR FILING

4-1121

6550

October 27, 1965

Hartford Accident & Indemnity Company
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Gentlemen:

Contract No. 6550 awarded to Olsen Electric Company, Inc., for illumination on the Smith Point Channelization Section of the Oregon Coast Highway in Clatsop County was completed on July 14, 1965, and accepted by the Highway Commission on October 26, 1965.

Final payment in the amount of $739.75 will be released to the contractor after November 3, 1965. The total contract amount is $14,375.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Olsen Electric Co., Inc.
710 W. 8th Street
Vancouver, Washington

Whitfield Company
633 Broadway
Vancouver, Washington

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 26 1965
FOR FILING

4-1121

6550

October 26, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed July 14, 1965, on Contract No. 6550. The contract was with Olson Electric Company and was for illumination on the Smith Point Channelization Section of the Oregon Coast Highway in Clatsop County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective October 26, 1965, and that you concur in this procedure at the Commission meeting on November 4.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

RECEIVED
OCT 22 1965
FOR FILING

4-1121

6551

October 22, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 12
November 4, 1965 Meeting

Gentlemen:

Olsen Electric Company, Incorporated, contractor on the Smith Point channelization illumination on the Oregon Coast Highway in Clatsop County, Contract No. 6550, has requested that the specified completion date of June 30, 1965, be advanced to July 14, 1965, without assessment of liquidated damages.

The request is based on four reasons:

1. State delay in material approvals.

2. Suppliers not being able to deliver materials needed in time.

3. Unable to procure electric workers from local union when supplies were finally delivered.

4. Lights were turned on July 9 except for one luminaire which had a defective ballast.

The work was actually completed July 14, 1965. The penalty to be assessed amounts to $420.

None of the reasons stated in the contractor's request are within the language of the contract specifications for granting an extension of time. I recommend that the contractor's request be denied.

This matter will be on the agenda for your consideration at the November 4 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
I. D. Merchant
L. H. Young
C. H. Maison
R. D. Asburry

(bridge) bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6550 Contractor Olson Electric Company, Inc.

Highway Oregon Coast

Section Smith Point Channelization

Kind of Work Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED ~~GRANTED~~. The reasons for such recommendation are as follows:

Delay in material approvals due to incomplete shop drawings, making it necessary for several contacts with fabricators before approval could be made.

Shortage of labor is not considered to be beyond the contractor's control and shall not be considered cause for increase in contract time.

Lights could ha ve been turned on on July 9 but work still being performed on certain phases of the project until July 14.
(The last light pole was erected on July 14)

Recommended for Approval:

R. D. Ackroyd
Division Engineer

Alfred A. Rau
Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 6550

Project designation State (State-Federal)

Date awarded February 24, 1965

Work started June 2, 1965

Per cent completed 100% July 14, 1965

Specified Completion Date: ~~No. of Workdays Allowed~~ June 30, 1965

Previously extended to: ~~No. of Workdays Used~~ ———

Extension requested to ~~No. of Added Workdays Requested~~ None

3260015

E—320 (Rev.)—8M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 16, , 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from June 30, 1965 days to July 14 days, within which to complete our Contract No. 6550, without the assessment of liquidated damages. The said contract is described as follows:

Smith Point Channelization Illumination

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. State delay in material approvals
2. Suppliers not being able to deliver materials needed in time (see attached letter)
3. Unable to procure electrical workers from local union when supplies were finally delivered,
4. Lights were turned on on July 9th except for one luminaire which had a defective ballast.

Respectfully submitted,

OLSON ELECTRIC COMPANY, INC.
Contractor

By Joe Olson
JOE OLSON
PRESIDENT

CONSENT OF SURETY

Date August 19, **19**65

We, HARTFORD ACCIDENT AND INDEMNITY COMPANY

, **as**

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Agnes M. Yadresich
Attorney-in-fact
AGNES M. YADRESICH
R. T. CARPENTER CO.
Federal Insurance
Resident Agent
Portland,
Oregon

(SEAL)

A

Form S-1 (REV. 5-62)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: Job No. 9426		WEEK ENDING: July 2, 1965
SECTION: Smith Point Channelization		SECTION PREFIX: 4-1121
HIGHWAY: Oregon Coast		COUNTY: Clatsop
NAME OF JOB: Smith Point Channelization	KIND OF WORK: Illumination	
CONTRACTOR: Olson Electric Company, Inc. 710 W. 8th, Vancouver, Washington	CONTRACT NUMBER: 6550	FEDERAL AID PROJECT NUMBER: State Project
DATE OF CONTRACT: February 24, 1965	DATE WORK STARTED: June 2, 1965	ESTIMATED COMPLETION DATE: July 10, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: Completion by June 30, 1965	WORK DAYS USED:
PROJECT AUTHORIZATION: $ 16,644.37	ENGINEERING AUTHORIZATION $ 1,183.60	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 15,460.77	ENGINEERING COST TO DATE $ 400.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 80 to 85
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 15,460.77	PERCENT OF AUTHORIZATION 35 %	
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	DATE PROJECT WAS COMPLETED:	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Tractor with backhoe

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy to clear		
MONDAY	O'cast to clear		
TUESDAY	Fog to clear		
WEDNESDAY	" " "		
THURSDAY	Cloudy to clear		
FRIDAY	" " "		
SATURDAY			

NOTED
E.B. KLABOE

RECEIVED
JUL - 6 1965
OFFICE OF
DIVISION ENGINEER
SALEM, OREGON

BLANKENSHIP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Indtalling 3/4" conduit and pulling wire, excavating trench by hand on L line and by backhoe on G line
TUESDAY	Continued installing condiit and pulling wire, layed wire , and continued excavating as yesterday
WEDNESDAY	Same as yesterday, and started to backfill trenches. Backfilling was halted and the foreman, who had been warned before, was told that if he expected payment for his work, the trenches were to be full depth or very near throughout the job. deepening of trenches was begun. Poles arrived today
THURSDAY	Continued pulling and laying wire, deepening and backfilling trenches, and a few miscellaneous tasks.
FRIDAY	Continued same as Thursday, and assembled several arms to poles
SATURDAY	

REMARKS

Contractor laying conduit and wire, pulling wire, excavating and backfilling trenches, and several other tasks, Poles arrived and several arms were attached to them

SIGNED Bruce Pittard

ADDRESS P. O. Box 169, Tillamook, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
FEB 26 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Roseburg
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID E. SIMPSON, MEMBER
Portland
FLOYD QUERY, SECRETARY
Salem

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
State Highway Engineer
R.L. PORTER
Deputy State Hwy. Engr.
LEONARD I. LINDAS
Chief Counsel

February 25, 1965

6550

Olson Electric Company, Inc.
P. O. Box 930
Vancouver, Washington

Gentlemen:

The State Highway Commission on February 24, 1965 awarded to you State Highway Contract No. 6550 for the following project:

Roadway illumination installation on the Smith Point Channelization Section of the Oregon Coast Highway in Clatsop County.

This award was based on your low bid of $34,795.00 which was submitted to the Commission on February 23, 1965 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mj

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
JAN 27 1965
FOR FILING

4/11/27
1
6500

MISC. CONTRACTS and
AGREEMENTS No. 2775

Salem, Oregon
December 21, 1964

NOA

Mr. F. B. Crandall
Traffic Engineer
Building

Illumination Agreement
Smith Point Bridge Approach to US 101
Astoria

Attached is a conformed copy of an agreement with the City of Astoria covering illumination installation at the Smith Point Bridge approach to US 101 in City of Astoria.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to City of Astoria.

Secretary

ru
Enc.

RECEIVED
DEC 15 1964
FOR FILING

4:1121
6550.

December 14, 1964

Oregon State Highway Commission

Gentlemen:

Presented as an HOA item for your consideration at the December 15 Commission meeting will be an agreement with the City of Astoria covering illumination at the Smith Point Bridge approach to US101.

This agreement provides that the State shall care for the installation of the luminaire units and the City shall maintain and pay for electrical energy. The estimated cost of the installation is $22,000.

Your approval is recommended and your authority requested for the Secretary's signature for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Quarry
R. L. Potter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison
Ray Asburry

njc fn

S-529(1) N. Unit, Main Canal & C.O.I. 1965
Canal Bridges, Boyd Acres Rd.
#6551

CyA
2.787

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 88710

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]	[illegible]		[illegible]

Contract 6551
X-529(1)

- [illegible] County
- Bend, Oregon
- [illegible]

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

[illegible] Deschutes County Court

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: North Unit Main & C. O. I. Canal FAS 903 Covered by an agreement dated November 24, 1964.			
County advance deposit		11,930.00	
Less amount previously transferred		8,200.00	
Balance Advance Deposit			3,000.00
County share construction costs		11,751.63	
Less amount previously transferred		8,200.00	
			1,553.63
Balance due			153.63

RECEIVED
AUG 24 1966
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

RECEIVED
FEB 14 1966
FOR FILING
S-5291(1)
6551

February 11, 1966

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6551 awarded to R. L. Coats for bridge construction on the North Unit Main and C. O. I. Canal Section of Boyd Acres Road (FAS 923) in Deschutes County was completed on November 14, 1965, and accepted by the Highway Commission on February 10, 1966.

Final payment in the amount of $6,794.97 will be released to the contractor after February 18, 1966. The total contract amount is $59,331.69 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc R. L. Coats
1270 Trenton Avenue
Bend, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
FEB 11 1966
FOR FILING

S-229(1)

6551

February 10, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed December 14, 1965, on Contract No. 6551. The contract was with H. L. Coats and was for construction of two bridges (Nos. 9409 and 9410) on the North Unit, Main and C.O.I. Canal Section of Fed Route 923 in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 10, 1966, and that you concur in this procedure at the Commission meeting on March 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

RECEIVED
MAR 2 - 1966
FOR FILING

S-524 (1)

6551

#11

January 26, 1966

Mr. R. L. Coats
1270 Treston Avenue
Bend, Oregon

Dear Mr. Coats:

The State Highway Commission at its meeting on January 25, 1966, considered your request for an extension of the completion date to November 14, 1965, without assessment of liquidated damages, on Contract No. 6551 for the North Unit Main Canal and C. O. I. Canal Bridges on FAS 923 in Deschutes County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc A. F. Parsem
N. Krebbiel
I. D. Merchant
L. H. Young
C. H. Maisen

E-220 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 29, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the ~~number of workdays~~ completion date from 7/31/65 days to 11/15/65 days, within which to complete our Contract No. 6551, without the assessment of liquidated damages. The said contract is described as follows: C.O.I. and North Unit Canal Bridges, Deschutes County, Oregon

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: July 2 , 1965 the Res. Bridge Engr. issued a stop work order. The reason was that we couldn't strip the bridges without endangering the control works of the irrigation canals. As soon as the water in the canals was turned off, the job was completed in a reasonable length of time. The C. .I. canals new headgate did not function properly when was shut off and was reopened once after we started stripping, causing several extra days delay.
Original completion date - July 31, 1965
Request completion date be extended to November 15, 1965.

Respectfully submitted,

R. L. COATS
Contractor

By R. L. Coats

CONSENT OF SURETY

Date December 14, 1965

We, GENERAL INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard H. Mahle
Richard H. Mahle Attorney-in-fact

(SEAL)

C A Iomassen & Sons
Resident Agent
C A Iomassen Jr

RECEIVED
DEC 20 1965
N. D. KREHBIEL
Res. Br. Engr.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6551 Contractor R. L. Coats

Highway Boyd Acres Road (FAS 923)

Section North Unit Main Canal & C.O.I. Canal

Kind of Work Bridge Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Stop work order prevented contractor from removing forms until water was turned out of canal and delay in obtaining new type parapet rail because of foundry casting difficulties.

Recommended for Approval:

J. F. Kuhlman
Division Engineer

Drew V. Merchant
Construction Engineer or Bridge Engineer

Tom Moore
State Highway Engineer

Contract No.	6551
Project designation	S-529(1) (State-Federal)
Date awarded	February 25, 1965
Work started	February 28, 1965
Per cent completed 100% - Date	11/12/65
Specified Calender Date ~~Next Workdays Allowed~~	7-31-65
Specified Calender Date ~~Next Workdays Used~~	11-14-65
No. of Added Workdays Requested	

82-6206-734

RECEIVED
JAN 14 1966
FOR FILING

S-5229(1)
6551

January 14, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 11
January 25, 1966 meeting

Gentlemen:

R. L. Coats, contractor on the North Unit Main Canal and C.O.I. Canal Bridges on FAS 923 in Deschutes County, Contract No. 6551, has requested that date of completion be advanced from the specified date of July 31, 1965, to the actual completion date of November 14, 1965, without assessment of liquidated damages.

The structures were completed to a stage that permitted their use by traffic on June 16, 1965, some six weeks prior to the specified completion date. At approximately the time this project was let, the standards for aluminum parapet rail was changed by action of the American Association of State Highway Officials, which required an industry-wide retooling in order that proper castings could be supplied. The contractor could not secure these in time to place them before the contract date expired.

We believe the delay in securing material is entirely due to change in design and thus beyond the control of the contractor. Further, since the bridge was in service and no public inconvenience was being experienced, the contractor was given a stop work order in order that the State might receive benefit of a better stripping and cleanup job if work was delayed until after the water was removed from the canal in the fall.

We, therefore, recommend extension without assessment of liquidated damages.

This matter will be on the agenda for your consideration at the January 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
A. F. Parson

CAG:jf/TE:jwa bg

E-230 (Rev.)—63K—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 29, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the ~~number of workdays~~ completion date from 7/31/65 days to 11/14/65 days, within which to complete our Contract No. 6551, without the assessment of liquidated damages. The said contract is described as follows: C.O.I. and North Unit Canal Bridges, Deschutes County, Oregon

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: July 21, 1965 the Res. Bridge Engr. issued a stop work order. The reason was that we couldn't strip the bridges without endangering the control works of the irrigation canals. As soon as the water in the canals was turned off, the job was completed in a reasonable length of time. The C. .I. canals new headgate did not function properly when was shut off and was reopened once after we started stripping, causing several extra days delay.
Original completion date - July 31, 1965
Request completion date be extended to November 14, 1965.

Respectfully submitted,

R. L. COATS
Contractor

By R. L. Coats

CONSENT OF SURETY

Date December 14, 1965

We, GENERAL INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard N. Mahle
Richard N. Mahle Attorney-in-fact

(SEAL)

E A Tomassen & Sons
Resident Agent
E A Tomassen Jr

RECEIVED
DEC 20 1965
N. D. KREHBIEL
Res. Er. Engr.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6551 Contractor R. L. Coats

Highway Boyd Acres Road (FAS 923)

Section North Unit Main Canal & C.O.I. Canal

Kind of Work Bridge Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Stop work order prevented contractor from removing forms until water was turned out of canal and delay in obtaining new type parapet rail because of foundry casting difficulties.

Recommended for Approval:

J. H. Bultman
Division Engineer

Drew V. Merchant
Construction Engineer or Bridge Engineer

G. H. Moore
State Highway Engineer

Contract No. 6551

Project designation S-529(1) State-Federal

Date awarded February 25, 1965

Work started February 28, 1965

Per cent completed 100% - 11/12/65 Date

Specified Calender Date ~~No. of Workdays Allowed~~ 7-31-65

Specified Calender Date ~~No. of Workdays Allowed~~ 11-14-65

No. of Added Workdays Requested

RECEIVED
JAN 11 1966
FOR FILING

Salem, Oregon
January 10, 1966

Contract No. 6551
N. Unit Main & C.O.I. Canal
Structure - $49,880

I. D. Merchant
Bridge Engineer
BUILDING

The above-mentioned contract with a specified completion date of July 31, 1965, was completed November 14, 1965 and accepted by the Bridge Engineer, November 30, 1965.

The total penalty days are 106, amounting to $5,300. Mr. Rear's notation on the acceptance letter indicated the contractor's formal request for acceptance, when received would be recommended for approval. A stop work order was issued July 28, 1965. However, it will be necessary to furnish this office with a copy of the resume work order issued as requested verbally, earlier.

Because of the limited retainage on this contract, no further payments to the contractor can be made without a written approval, directed to this office by the Bridge Engineer.

The estimated date of submission of field data to this office was December 10, 1965.

L. H. Young
Office Engineer

VG:ed

DESCHUTES COUNTY ROAD DEPARTMENT

Charles L. Plummer, Roadmaster

1507 EAST FIRST STREET • BEND, OREGON 97701

TELEPHONE 382-6708

January 3, 1966

What part?

NOTED
H. S. COX

RECEIVED
JAN 6 1966
ENGINEER
COUNTY & CITY DIVISION

Boyd Akres
Bridges
FAS 923

Mr. J. M. Putnam
Division Engineer
Oregon State Highway Dept.
Bend, Oregon

NOTED
R. H. PRANCE

NOTED
DON HARWELL

Dear Sir:

This is to advise you that we have made final inspection and will accept this project as completed, and we will assume all maintenance.

Yours truly,

Charles L. Plummer

Charles L. Plummer
Deschutes County Roadmaster

cc: Mr. H. S. Cox
County & City Relations Engineer
Oregon State Highway Department
Salem, Oregon

CLP:mes

NOTED
V. R. JONES

RECEIVED
NOV 16 1965
FOR FILING

STATE COPY

Monthly transaction number

Project agreement number
S-5-1(17)

PR-2A (5-57). U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

11-4-65

State: Oregon

County: Deschutes

Project number: S-529(1)

6551

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 16, 19 65, is hereby modified as follows:

Revised estimated total cost of project $ 64,329.00

Revised Federal funds $ 40,500.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 4th day of November, 19 65.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. S-529(1)

M. UNIT MAIN AND C.O.I. CANAL BRIDGES

OF THE COUNTY ROAD FAS 923 IN DESCHUTES COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices, adjustments on Class "A" Concrete and addition of price agreements Nos. 1 and 2.)

Salem, Oregon, October 14, 1965

Type Code X081
M. Unit Main Canal Br. (9409) (Sta. 1+95 to Sta. 2+55) (Contract No. 6551)

Shoring, Cribbing, etc.	All Required		$ 2,250.00
Structural Excavation	325 cu.yd.	$ 1.00	325.00
Structural Excavation Below Elevation Shown	30 cu.yd.	2.00	60.00
Special Backfill in Drains	10 cu.yd.	7.00	70.00
Class "A" Concrete (217 cu.yds.)	All Required		14,973.00
60'-65' Type II Prestressed Beams	7 only	990.00	6,930.00
Metal Reinforcement (24,400 lbs.)	All Required		3,400.00
Metal Parapet Railing	114 lin.ft.	6.00	684.00
Class "A" Concrete Adj.	50 cu.yd.	69.00	3,450.00
			$32,142.00

Type Code X081
C.O.I. Canal Br. (9410) (Sta. 3+42 to Sta. 3+89) (Contract No. 6551)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	200 cu.yd.	$ 1.00	200.00
Structural Excavation Below Elevation Shown	20 cu.yd.	2.00	40.00
Special Backfill in Drains	10 cu.yd.	7.00	70.00
Class "A" Concrete (163 cu.yds.)	All Required		11,250.00
45'-50' Type II Prestressed Beams	5 only	840.00	4,200.00
Metal Reinforcement	All Required		2,900.00
Metal Parapet Railing	88 lin.ft.	6.00	528.00
Class "A" Concrete Adj.	50 cu.yd.	69.02	3,451.00
			$24,639.00

Price Agreement No. 1 Concrete Backfill	45 cu.yd.	$ 30.00	$ 1,350.00
Price Agreement No. 2 Raise Grade Line	All Required		350.00
			$ 1,700.00
	Subtotal		$58,481.00
	10% Engr. & Cont.		5,848.00
	Total		$64,329.00

Length of Two Bridges - - - - 0.020 Mile

Federal Funds	$40,500.00
State Funds	11,914.50
County Funds	11,914.50
	$64,329.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 549, Laws 1939.
State Funds for Maint.: Chap. 549, Laws 1939.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
Oct 3-165	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 4		COUNTY Deschutes
		PROJECT NO. S-529(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 3.0 miles N. of Bend City Limits

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-22-65	0.020
*OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 54,868.00	$ 34,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Slater

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer March 16, 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. S-529(1)

H. UNIT 1 (H) AND C.O.I. CANAL BRIDGES

OF THE COUNTY ROAD FAS 923 IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 8, 1965

Type Code X083
H. Unit Main Canal Br. (9409)(Sta. 1+95 to Sta. 2+55)(Contract No. 6551)

Shoring, Cribbing, etc.	All Required		$ 2,250.00
Structural Excavation	325 cu.yds.	$ 1.00	325.00
Structural Excavation Below Elevation Shown	30 cu.yds.	2.00	60.00
Special Backfill in Drains	10 cu.yds.	7.00	70.00
Class "A" Concrete (217 cu.yds.)	All Required		14,973.00
60'-65' Type II Prestressed Beams	7 only	990.00	6,930.00
Metal Reinforcement (24,400 lbs.)	All Required		3,400.00
Metal Parapet Railing	114 lin.ft.	6.00	684.00
			$ 28,692.00

Type Code X083
C.O.I. Canal Br. (9410)(Sta. 3+42 to Sta. 3+89)(Contract No. 6551)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	200 cu.yds.	$ 1.00	200.00
Structural Excavation Below Elevation Shown	20 cu.yds.	2.00	40.00
Special Backfill in Drains	10 cu.yds.	7.00	70.00
Class "A" Concrete (163 cu.yds.)	All Required		11,250.00
45'-50' Type II Prestressed Beams	5 only	840.00	4,200.00
Metal Reinforcement	All Required		2,900.00
Metal Parapet Railing	88 lin.ft.	6.00	528.00
			$ 21,188.00
	Subtotal		$ 49,880.00
	10% Engr. & Cont.		4,988.00
	Total		$ 54,868.00

Length of Two Bridges - - - - - - - 0.000 Miles

Federal Funds	$ 34,000.00
State Funds	10,034.00
County Funds	10,034.00
	$ 54,068.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1930; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
APR 26 1965
FOR FILING

S 529(1)
6-25-65

April 23, 1965

3d-3

Oregon State Highway Commission

Gentlemen:

Contract plans and quantities for the North Unit, Main Canal structure on Boyd Acres Road (FAS 923) in Deschutes County (Contract No. 6551) were predicted on data available with respect to high water. Further investigation at the time of construction indicated the desirability of raising both structures 3.6 feet to insure a 2-foot clearance over the revised high water estimates.

Such revision will result in an overrun of $7,622, or 13½ per cent of the original authorization. I recommend your concurrence in increasing the project authorization by this amount for this project.

This matter will be on the agenda for the meeting on June 1.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan D. Merchant
C. H. Maison
L. H. Young
J. F. Putnam

TE:jwa bg

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 83999

DATE	BILLING REQ. NO.	YOUR ORDER NO.
3-9-65	CC 911	

CREDIT DISTRIBUTION

509-10 9-297

NOTED
P. B. Ahlstrand

NOTED
H. S. COX

Deschutes County
Courthouse
Bend, Oregon
Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

NOTED
DON HARWELL

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			11,200.00
Partial transfer of advance deposit for the North Unit and Main Canal Bridges, FAS 923.			8,200.00
To be retained			3,000.00

RECEIVED
MAR 9
ENGINEER
...TH & CITY DIVS.

NOTED
R. H. PRANGE

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $----------

By ----------

RECEIVED
MAR 9 1965
SP*6200-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1965

6551

SUBJECT: Contract No. 6551

To: Mr. D.B. Parkes
Office Engineering

B U I L D I N G

Work was started on North Unit Main and C.O.I. Canal Bridges on the Boyd Acres Road (PAS 923) in Deschutes County on February 28, 1965.

Ivan D. Merchant
Bridge Engineer

jm

cc: F.A. Query

NOTED
FLOYD QUERY

RECEIVED
APR 1 2 1965
FOR FILING

February 24, 1965

Mr. R. L. Curtis
1270 Trenton Avenue
Bend, Oregon

Dear Mr. Curtis:

The State Highway Commission on February 24, 1965, accepted your proposal for construction of the North Unit Main Canal and Lateral, Canal Bridges on Boyd Acres Road in Deschutes County for the sum of $49,230 and returned it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6231.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ES

cc: Frank Morgan
L. H. Young
R. G. Savage (BIAC)
L. D. Merchant
Pacific Builder & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

ER

Form A-120

OREGON STATE HIGHWAY DEPARTMENT

Project Authorization and Record of Work Orders

NOTED
DON HARWELL

Section	N. Unit Main & C.O.I. Canal	**Contract No.**	6551 (BR)
Highway	Boyd Acres Road (FAS 923)	**F. A. Project No.**	S-529(1)
County	Deschutes	**Job Prefix**	509-1069
Kind of Work	Bridge Construction Bridge No's 9409 & 9410	**Date of Award**	February 25, 1965
Contractor	R.L. Coats, 1270 Trenton Avenue, Bend, Oregon	**Division Engineer**	J.F. Putnam
Specified Work Days	Completion by July 31, 1965	**Resident Engineer**	Norman Krehbiel

CONSTRUCTION AUTHORIZATION

Contract amount	$ 49,880.00
Additional anticipated items:	
NONE	$
Subtotal	$ 49,880.00
Contingencies (4½%)	2,244.60
Construction Engineering (8%)	3,990.40
Subtotal	$ 56,115.00
Credit for maintenance rock	
Total original construction authorization	$ 56,115.00

NOTED
R. H. PRANGE

NOTED
P. B. Archibald

NOTED
H. S. COX

Authorization increases, approved by Commission:

	$
Total present construction authorization	$

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS

RECEIVED
MAR 1 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED

State Printing

(Continued on reverse side)

NOTED
H. S. COX

NOTED
DON HARWELL

February 24, 1965

Deschutes County Court
Courthouse
Bend, Oregon

P. B. [illegible]

NOTED
R. M. ALLISON

NOTED
R. H. PRANGE

Gentlemen:

On February 23, a satisfactory bid was received from R. L. Coats of Bend for constructing the North Unit, Main Canal and C.O.I. Bridges Section of FAS 923. As per the agreement between the State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$49,880.00
12-1/2% Engineering & Contingencies	6,235.00
Estimated Total Cost.....	$56,115.00
County Advance Deposit	
20% of $56,115.00 = $11,223.00 or say	$11,200.00

Please make this advance deposit in the amount of $11,200 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

NOTED
V. R. JONES

MISC. CONTRACTS and AGREEMENTS No. 2782

RECEIVED
FEB 11 1965

FOR FILING
S 529(1)
6.31

Salem, Oregon
February 11, 1965

Mr. H.S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer
County & City Div.

N. Unit Main & C.O.I Canal Bridges
Boyd Acres Road
S-529(1), FAS 923
Deschutes County

Attached is a partially signed copy of FAS-C Construction Agreement with Deschutes County covering the N. Unit Main & C.O.I. Canal Bridges on FAS 923 in Deschutes County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Deschutes County.

Secretary

vn
Attach: 1

FAS 923
Deschutes Co

COPY SENT TO WALT WRIGHT
ON 2/26/65

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

RECEIVED
JAN 15 1965
ENGINEER
COUNTY & CITY DIVISION

Subject: Federal Aid Project No. _____

Highway No. FAS 923

Project Name C.O.I. & Main Canal Bridges

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at Bend, Oregon, this 14 day of January, 1965

Deschutes County Court

D. L. Pinkerton
Judge

G. F. Baker
Commissioner

G. W. McCann
Commissioner

*NOTE: Certify either paragraph 2 or 3.

NOTED
V. R. JO...

MEMO TO [redacted] R. N. CHASE Date: 12/14/64

FAS 923, DESCHUTES COUNTY C.O.I. and NORTH UNIT BRIDGES

NOTED
JOHN HARWELL

TERMINI: Bridges over the C.O.I. and Main Canal 0.3 mile north of the Bend city limits.

PROPOSED WORK: Construct two reinforced concrete bridges.

PROJECT LENGTH: 0.02 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$55,000	$33,000	$11,000	$11,000	(County)

EXISTING FACILITIES: None. The bridges are on the aligument of a new road to be constructed by Deschutes County.

ADJACENT SECTIONS:
NORTH/[redacted]: 22' oil mat wearing surface, 4' stone shoulders to be constructed by Deschutes County.

SOUTH/[redacted] END: " " " " " " " " " " "

PROJECT DATA: Construct an R.C.D.G. bridge 60' long and 30' wide over the Main Canal and an R.C.D.G. bridge 47' long and 30' wide over the C.O.I. Canal. Both structures will have two 3-1/2' sidewalks. Alignment for 0.5 mile on either end of the bridges will be tangent. The bridges and adjacent alignment will have a 0.0 grade.

RIGHT OF WAY: 60' minimum.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: No exceptions.

SYSTEM ACTION: Route approved for system 12/9/64.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: This route serves a suburban residential area and a planned industrial area. School bus and mail route.

NOTED
V. R. JONES

VRJ:[redacted]

RECEIVED
DEC 17 1964
FOR FILING

COMMISSIONERS:
[illegible], CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

3 - 539 (1)
6551

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

CONSTRUCTION DIVISION
RECEIVED
DEC 7 1964

December 4, 1964

Mr. Forrest Cooper
Oregon Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

We have reviewed the prospectus for the following named project submitted to us by letter dated November 23, 1964.

North Unit Canal and C.O.I. Main Canal Section,
FAS 923, Boyd Acres Road, Deschutes County

This project presents no conflict with anadromous fish as it is located above an impassable dam.

We appreciate your bringing the matter to our attention.

Sincerely,

William D. Clothier

WILLIAM D. CLOTHIER, ASSISTANT
STATE FISHERIES DIRECTOR

cc R. Koski, Oregon Game Commission

Copies to:
L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
Dean Swift (2)

RECEIVED
DEC 8 1964
OFFICE OF
STATE [illegible]

RECEIVED
DEC 2 1964

Commissioners:
Tallant Greenough, Coquille
Chairman
Joseph W. Smith, Klamath Falls
Vice-Chairman
John P. Amachet, Winchester
J. Pat Metke, Bend
Wayne E. Phillips, Baker

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

November 30, 1964

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the prospectus enclosed with your letter of November 23, 1964, regarding:

North Unit Canal and C.O.I. Main Canal Section, FAS 923, Boyd Acres Road, Deschutes County.

There will be no conflict with wildlife resources as a result of this project, and the plan is approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

NOTED
LLOYD P. SHAW

R. O. Koski
Chief of Liberations

ROK:dm

Copies to:
L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
Dean Swift (2)

CONSTRUCTION DIVISION
RECEIVED
DEC 1 1964
CE ACE ACE COE

RECEIVED
DEC 1 1964
OFFICE OF

65-2(11)

November 25, 1964

TO: Deschutes County Court
Courthouse
Bend, Oregon

Attention: Hon. D. L. Penhollow

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
R. M. ALLISON

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310).

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

Highway Studio Road and Boyd Acres Road (FAS 923)

Section North Unit and C.O.I. Irrigation Canal Bridges

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

12/2/64
(date)

By D. L. Penhollow

By J. C. Shepard
Commissioner

By G. F. Baker
Commissioner

RECEIVED
DEC 4 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED

copy to Young
12-4

RECEIVED
NOV 27 1964
FOR FILING

11-23-64

Prefix No. 509-1425

LOCATION PROSPECTUS
NORTH UNIT CANAL AND C.O.I. CANAL SECTION
FAS 923, BOYD ACRES ROAD
DESCHUTES COUNTY

HIGHWAY: Boyd Acres County Road, Federal-aid Secondary No. 923.

TERMINI: The bridge site is located approximately 1-1/2 miles northerly of the Central Oregon Highway and 1/2 mile easterly of The Dalles-California Highway on Boyd Acres Road northeasterly of the city of Bend.

LENGTH: 0.25 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the construction of two new bridges. The State will let the bridge contract and Deschutes County will construct the bridge approaches. Reconnaissance is not necessary. Soils investigations will be conducted and special drainage studies made where required. An economic analysis is not needed.

CHARACTERISTICS: Traffic data not available.

STANDARDS: Class "E", tangent section.

TYPICAL SECTION: Two 11-foot travel ways with 4-foot shoulders.

BRIDGE: Thirty feet between curbs, 3.5-foot sidewalks each side. A detour will not be required during construction.

ACCESS: County road access designated by County.

BASE: Tentative approach design for construction is:

Wearing Surface	1-1/4" 0-11
Top Course Base	2 " Level
Bottom Course Base	12 " Coarse Crushed
Total Depth	15-1/4"

MATERIAL: Sources are available from local or commercial.

ADDITIONAL FACILITIES: No railroads.

AGREEMENTS: Routine FAS-C project. Possible negotiations with the irrigation districts governing these canals.

NOTED TOM EDWARDS

PARKS: None affected.

November 23, 1964
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
L. P. Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
Dean Swift (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
I. D. Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
NOV 2 [illegible] 1964
OFFICE OF
STATE HIGHWAY ENGINEER

PROPOSED BRIDGES (2)
FAS-923

FAS-923

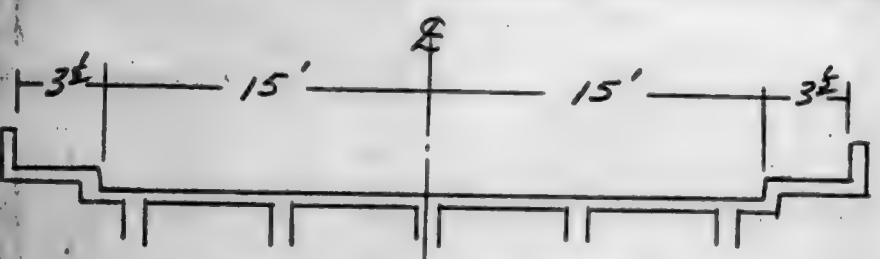
FAP-4

FAS-923

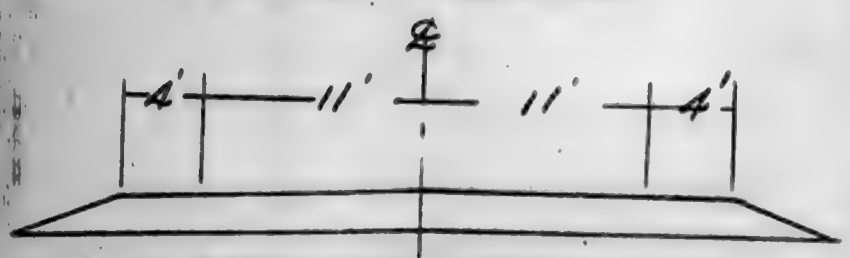
N

BEND

PILOT BUTTE STATE PARK



BRIDGE SECTION



APPROACH SECTION

PROSPECTUS MAP

N. UNIT CANAL & C.O.I. MAIN CANAL

FAS 923

DESCHUTES COUNTY

No Scale 1964

DESCHUTES COUNTY
PROPOSED PROJECT (1966 Funds)

FAS 923, Boyd Acres Road, North Unit Canal and C. O. I. Main Canal Bridges, $50,000.

These bridges are irrigation canal crossings in a route which Deschutes County is improving to serve an industrial area adjacent to the northerly city limits of Bend. Road connections will be constructed by County forces and a detour will not be required. It is hoped to have the bridge piers constructed prior to the filling of the ditches on May 1st.

APPROVED 11/24/64

64-h
11/5/64

ER-115(1) East Fork Hood River Br., Woodworth Co. Rd. (FAS 580) 1965

#6552

CHA 2820

OREGON STATE HIGHWAY DEPARTMENT

FORM A-1150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 88703

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-23-66	CC 1034		511-1057-097

NOTED
H. S. COX

Hood River County
PO Box 457
Hood River, Oregon
Attn: R. H. Charvat, Dept. of Public Works

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: East Fork Hood River Bridge FH 530, ER 115 (1), covered by an agreement dated March 11, 1965.			
County advance deposit		5,000.00	
Less amount previously transferred		3,000.00	
Balance advance deposit			2,000.00
County share construction cost		4,506.61	
Less amount previously transferred		3,000.00	
			1,506.61
To be refunded			493.39

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

RECEIVED
AUG 24 1966
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
MAY 31 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N. E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 23, 1966

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
L. R. Backlund
Administrative Manager

SUBJECT: Voucher No. 6 - Final - ER-115(1)

The above referenced voucher has been approved for payment in the amount of $73.64. The voucher was submitted for $97.09; however, a transfer voucher was subsequently processed transferring $36.96 to non-participating costs. The net deduction has been computed as indicated:

Net Amount Claimed		$ 97.09
To Non-Participating	$36.96	
Pro Rata	63.45%	
Net Deduction		23.45
Net Amount Approved		$ 73.64

mig to Maison 5-25
copy to Young 5-31-66

RECEIVED
MAY 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 29 1965
FOR FILING 181

STATE COPY

Modification number
2

PR-27A (Rev. 8-67)
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

11/19/65

State: Oregon

County: Hood River

Project number: ER-115(1)

Project report number: 2 ER-115(1)

6522

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 16, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 24,587.00 OK pvd

Revised Federal funds $ 15,597.09

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 19th day of November, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (Rev. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
3-148	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 5		COUNTY Hood River
		PROJECT NO. FR-115(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Approx. 4 mi. S.E. of Mt. Hood

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-11-65	0.030
*OTHER *(Specify)*		

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 24,530.00	$ 15,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stone

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer March 16, 1965

Oregon State Highway Department

Federal Aid
Project No. ER-115(1)

E. FORK HOOD RIVER BRIDGE OF THE

WOODWORTH COUNTY ROAD F.A.S. 580 IN HOOD RIVER COUNTY

(Estimate to accompany plans and estimate. Not as a basis for project agreement.)

Salem, Oregon, February 5, 1965

Type Code X021
E. Fork Bridge (#7892A)(Sta. 16+54 to Sta. 13+10)

Remove old bridge	All Required		$ 3,000.00
Shoring, Cribbing, etc.	All Required		1,000.00
Structural Excavation	30 cu.yds.	$ 20.00	600.00
Structural Excavation Below Elevation Shown	5 cu.yds.	20.00	100.00
Class "A" Concrete (80 cu.yds. @ $100.00)	All Required		8,000.00
Metal Reinforcement (14,000 lbs. @ $0.20)	All Required		2,800.00
			$15,500.00
Additional Underpinning	All Required		$ 1,000.00
		Subtotal	$16,500.00
		10% Engr. & Cont.	1,650.00
		Total	$18,150.00

Length of 1 bridge - - - - - - - - - 0.030 mile

Federal Funds -	$11,500.00
State Funds -	3,325.00
County Funds- -	3,325.00
	$18,150.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. [illegible]

[illegible]

[illegible]

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 9, 1949

[illegible] (Clatsop)(No. 16 [illegible] to No. 1933)(Contract No. 6558)

Remove Old Bridge	1 Required		$ 7,500.00
Clearing, Cribbing, etc.	1 Required		3,500.00
Structural Excavation	30 cu.yds.	$30.00	900.00
Structural Excavation Below Elevation Shown	5 cu.yds.	40.00	200.00
Class "A" Concrete (70 cu.yds.)	1 Required		7,000.00
Metal Reinforcement (14,000 lbs.)	1 Required		2,800.00
			$21,900.00
Additional Underbrushing	1 Required		1,100.00
	Subtotal		$23,000.00
	10% Engr. & Cont.		2,300.00
	Total		$25,300.00

Length of 1 Bridge - - - - - 0.200 Mile

Federal Funds - - - - -

RECEIVED
SEP 7 - 1965
FOR FILING
ER-115(1)
6552

September 3, 1965

Oregon Automobile Insurance Company
501 Equitable Building
Portland 4, Oregon

Gentlemen:

On July 2, 1965, we wrote to you concerning release of final payment on Contract No. 6552 awarded to George Renner Construction for bridge construction on the East Fork Hood River Section of the Woodworth County Road (FAS 580) in Hood River County.

Final payment on this contract is $650.46 and the total contract amount is $22,637.34, including $955.34 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc George Renner Construction
12726 S.E. Division Street
Portland, Oregon

Mansfield and Company
1975 S.W. Fifth Avenue
Portland, Oregon
C.H. Maison
Attn: John Herr

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SEP 20 1965
FOR FILING

ER-115 (1)

6552

August 23, 1965

39

1-23-65

George Kenner Construction
12726 S.E. Division Street
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on August 23, 1965, considered your request for an extension of the specified completion date from May 15, 1965, to May 30, 1965, to complete Contract No. 6552 for bridge construction on the East Fork Hood River on Woodworth County Road (FAS 580) in Hood River County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lm

cc L. W. Rules
Enrique Rodriquez
L. H. Young
I. D. Merchant
C. H. Matson
Bureau of Public Roads

FORM S-123X 10M 8-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
June 28, 1965

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

East Fork Hood River Bridge
Contract No. 6552
Federal Aid Project No.
ER-115(1)

George Renner Construction Company, contractor on the above project, has requested that the specified completion date of May 15, 1965, be advanced thirteen calendar days to May 28, 1965, without assessment of liquidated damages.

Contractor's request is predicated on the fact that an Order for Extra Work issued by this Department to repair the upstream footing and column of Bent No. 3 required additional time to complete the work.

Contractor's contention is correct. On May 7, 1965, we issued Order for Extra Work No. 1 to repair a flood damaged footing and column in Bent No. 3. Contractor had completed all work on the contract except placement of a web wall between the exterior and interior columns of Bent No. 3 prior to the specified completion date. The footing and column had to be repaired before the web wall could be placed and both items could not be done until contractors falsework was removed and the stream diverted to get at the column and footing. Repairing the footing and column and placing the web wall, which was contingent on completing the repair work, required the additional time.

The contractor was prevented from completing the work within the time specified by conditions beyond his control, so with your concurrence I will recommend to the Highway Commission that the requested extension be granted without assessment of liquidated damages.

APPROVED DATE [illegible]
A.W. Parsons, Division Engineer
Oregon Div., Bureau of Public Roads
By [illegible] Title District Engineer

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CMG:ja
cc: C.H. Maison
L.H. Young

ER-115(1)

FORM PR-33A (2-66) OSHD(F. Klaboe)
RECEIVED (Edwards)
SEP 20 1965 Region
FOR FILING Washington
Crafe

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

jeg

FINAL REPORT
(PPM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	DIVISION
8	3	Hood River	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO.
8-9-65	R. W. Pillsbury, Bridge Engineer		ER-115(1)
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACTING AGENCY	TIME ELAPSED	APPROVED EXTENSION(S)
5-28-65	6-30-65	117 days	13
CONTRACT TIME	LOCATION		
by 5-15-65	6552 See below		

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

A copy of the State's materials certificate is attached to the Division office copy of this report.

All applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

Other remarks:

EAST FORK HOOD RIVER BRIDGE
Woodworth County Road - FAS Route 580

The project is located 1 1/2 miles north of Parkdale on the Woodworth County Road and provides for reconstruction of 36 feet of the end span of the existing bridge lost in the December 1964 floods.

The State requested a 13 day time extension to cover repair of Bent #3 upstream column under Extra Work Order #1. The request was approved July 6, 1965.

The State's Material Certificate lists two exceptions. The first concerns one sample of coarse aggregate which failed to pass gradation requirements. The material represented by the test was not used in this work and subsequent tests on other material were satisfactory. The second concerned Record Samples. No record samples were taken because of the small amount of work involved. Materials were all from established sources which supply similar material on other Federal-aid projects in the area.

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

Original signed by
R. W. PILLSBURY

R. W. Pillsbury
Bridge ~~xxx~~ Engineer

Acceptance of the project is recommended.

A. W. Parsons
Division Engineer

Project Accepted 8-9-65
Date

RECEIVED
AUG 4 - 1965

ER-1150(1)
6552

August 3, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Re: Federal-Aid Project Acceptance

Dear Sir:

Your June 17, 1965 endorsement noted that contract work on Contract No. 6252, East Fork Hood River Bridge section in Hood River County, Federal-Aid Project No. ER-11(1) was satisfactory. The State Highway Commission authorized acceptance of the contract as of June 30, 1965.

There was no participating work under State Force Order on this project.

Attached are the listed data necessary for your acceptance of the project.

Materials Report, PR-47 (3 copies)
Laboratory materials certification
Statements of underruns and overruns
Monthly Project Cost Report (E-256)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

L. H. Young
Office Engineer

VG:bb

cc: C. H. Matson
F. D. Morgan
R. H. Chase

RECEIVED
JUL 20 1965
FOR FILING
ER-115(1)
6552

July 14, 1965

Oregon State Highway Commission

Request for Extension of Time No. 1
August 24, 1965 Meeting

Gentlemen:

George Renner Construction Company, general contractors on the East Fork Hood River Bridge, Contract No. 6552 has requested that the specified completion date of May 15, 1965, be advanced 13 calendar days to May 28, 1965, without assessment of liquidated damages.

The contractor's request is predicated on the fact that an Order for Extra Work issued by the Department to repair a damaged footing and column required additional time to complete the work.

The contractor's contention is correct. It was found necessary to issue an Extra Work Order to repair a footing and column that was damaged extensively in the 1964 flood.

Inasmuch as the delay in completion of the work was occasioned by conditions beyond the contractors control, I recommend that the requested extension be granted without assessment of liquidated damages.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads in this recommendation.

This matter will be on the agenda for your consideration at the August 24 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan D. Merchant
L. H. Young
C. H. Maison
L. W. Rulien

CAG:ja bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6552 Contractor George Renner Construction Co.

Highway Woodworth County Road FAS 580

Section East Fork Hood River Bridge

Kind of Work Bridge Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Extra Work Order issued to repair damaged footing and column

Recommended for Approval:

J. W. Lutman
Division Engineer

Ivan V. Merchant
~~Construction Engineer or~~
Bridge Engineer

L. M. Edwards
State Highway Engineer

Contract No.	6552
Project designation	ER-115(1) State-Federal
Date awarded	March 2, 1965
Work started	March 10, 1965
Per cent completed	100% May 28, 1965
Specified Completion Date	Date May 15, 65
No. of Workdays Allowed	~~XXX~~ 71
Work Completed	5-28-65
No. of Workdays Used	~~XXX~~ 87
	Calendar
No. of Added Workdays Requested	13

State Printing 27030

E - 320 (Rev.)—5M - 5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 7, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from May 15 ~~xxx~~ days to May 28 ~~xxx~~ days, within which to complete our Contract No. 6552, without the assessment of liquidated damages. The said contract is described as follows: Reconstruct flood damaged span 3 of existing R.C.D.G. bridge-construct web walls in existing bents 2 and 3.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: All contract work completed by May 15th with exception of 1 web wall - this due to damaged column being repaired on force account work.

Respectfully submitted,

George Renner Construction
Contractor

By George Renner

CONSENT OF SURETY

Date June 7, 1965

We, OREGON AUTOMOBILE INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

OREGON AUTOMOBILE INSURANCE COMPANY
By Hilary L. Kennedy
Attorney-in-fact
Hilary L. Kennedy (SEAL)

MANSFIELD & CO.
BY: Hilary L. Kennedy
Resident Agent
Resident A[illegible]

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JUL 1 - 1965
FOR FILING
ER-115(1)
6552

June 30, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed May 28, 1965, on Contract No. 6552. The contract was with George Kenner Construction and was for reconstruction of the East Fork Hood River Bridge on Woodworth County Road (FAS 580) in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 30, 1965, and that you concur in this procedure at the Commission meeting on July 13.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
Victor D. Wolfe
L. H. Young
Ivan D. Merchant
C. H. Maison
J. F. Putnam

CAG:ja bg

Form PR-33A
(Rev. 5-60)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RD

CC: Region Grafe, Area Engr
Washington DC
OSHD(Klaboe) OSHD(T Edwards)

FINAL INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

Region No.	Report No.	County	State
8	2	Hood River	Oregon

Date of inspection	Inspection made by	Project No.
6-8-65	R. W. Pillsbury, Bridge Engineer	ER-115(1)

In company with: E. Rodrigues, Resident Bridge Engineer - OSHD

Quality of work	Progress of work	Time elapsed	Work completed	Est. compl. end of month
Satisfactory	Satisfactory	117 %	100 %	-- %

Remarks: (1) Completed work; (2) Work in progress; (3) Comments and recommendations

EAST FORK HOOD RIVER BRIDGE
WOODWORTH COUNTY ROAD
FAS ROUTE 580

Work on this project was completed in substantial conformity to the governing plans and specifications on May 28, 1965 and opened to traffic on that date. The estimated cost of construction was $22,600.

The contract stipulated that this project be completed by May 15, 1965 but it will be noted that the contractor utilized some 13 days additional time. This delay was occasioned by the work required under Extra Work Order No. 1 for the repair of the upstream column in Bent No. 3. This work, estimated to cost $2,142, involved excavating below the existing footing, pouring filler concrete beneath the footing, and then repairing the column. The work cost less than $1,000. The apparent overestimate in the cost of the Extra Work Order was because initially the State feared that they might have to remove the entire column and footing and replace them. After excavation of the footing, the damage was found not to be as serious as feared.

The work involved under the Extra Work Order will be justification for a time extension. On the contract specified completion date of May 15, the contractor had completed all the work that was possible except for the Extra Work Order. It would appear therefore that the overrun in time was entirely occasioned by the Extra Work Order.

The only quantity variations involved excavation. The structural excavation overran 60% and the excavation below elevation shown underran 100%.

Materials reports were reviewed and found to indicate materials used in the work substantially comply with the governing specifications.

The roadway width was measured at 26'-0" as shown on the plans.

7/21/65
Copies to
Engrng
Cost
Patton
JP

RECEIVED
JUL 22 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
F. B. KLABOE

EDITION OF 1-59 MAY BE USED

STATE COPY

RECEIVED
JUN 26 1965
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-115(1)

6552

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 2, 1965

Klabre
Edwards
Merchant
Morgan
Yours

copies sent 6-24-65

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 28, 1965, on Contract No. 6552, East Fork Hood River Bridge Section, in Hood River County, in connection with Federal-Aid Project No. ER-115(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Ivan D. Merchant
Bridge Engineer

Date: 6/8/65

Bureau of Public Roads
Oregon Division Office Endorsement

Conditions noted on above date:

None.

cc: H.S. Cox
L.H. Young
C.H. Maison
E.A. Peane

RECEIVED
JUN 21 1965
OFFICE
STATE HIGHWAY

A.W. Parsons
Division Engineer

By G. R. Brooks
G. R. Brooks
Dist. Engr.

JUN 17 1965

RECEIVED
MAY 25 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

U.S. Bureau of Public Roads
May 7, 65

Project Name: East Fork Hood River Bridge — Date: May 7, 1965
Highway: Woodworth County Road FAS 580 — Contract No. 6552
County: Hood River — Prefix 51-1057
Contractor: George Renner Construction Co. — F. A. Project No. BR-115(1)
Address: 12726 S. E. Divsion St., Portland, Ore. — Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair upstream column, Bt. 3, East Fork Hood River Bridge No. 7392A

1. Maximum equipment rental rates allowable as per A.G.C. agreement.
2. Percentage allowed contractor is in accordance with executed contract for the job.

Location by station numbers:

Bt. 3 = Sta. 17+62

Estimate of quantities and cost:

Labor	$1,052.00
Equipment Rental	760.00
Material	330.00
	$2,142.00

Work has not been started, but authorized by letter of May 6, 1965 from Mr. E. G. Ricketts, Assistant Bridge Engineer.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Column was damaged during December flood but repair work was not included in contract items. Funds for this extra work were included in Project Authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 25,087.50
Present estimate of project cost, including $ 2,142.00 for work under this order	$ 25,626.00
Expected ~~under-run~~ over-run amount	$ 538.50
Expected ~~under-run~~ over-run per cent	2.2%

Space to right of this line is for use of Salem Office

Submitted by: E. Rodriguez — Resident Engineer

Approval Recommended: [illegible] — Division Engineer

Approval Recommended: [illegible] — Construction Engineer or Bridge Engineer

Approved: [illegible] — Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing

RECEIVED
MAY 12 1965
FOR FILING

FORM E 103—50M—8-61—56682

F 1 11-(1)

6552

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Hood River, Oregon
May 7, 1965

SUBJECT: East Fork Hood River Bridge
Bridge No. 7892A
Contract No. 6552
Order for Extra Work

To:

Mr. J. F. Putnam
Division Engineer
Oregon State Highway Department
Bend, Oregon

Enclosed please find six (6) copies of Order for Extra Work No. 1 covering repair work to a damaged column of subject structure.

Mr. E. G. Ricketts inspected the project recently and instructions were issued to proceed with the column repairs as soon as the contractor removes the falsework and the channel work is completed by the county forces. It is anticipated that the contractor will have all his contract work finished, with the exception of minor work near the column, by the specified completion date of May 15, 1965.

After the water is diverted from the column, the footing will be exposed and inspected. If found suitable, the footing will be moved back into position after which tremie concrete will be poured under the footing.

Including the contingency allowance, a total of $2,003.50 is provided in the Project Authorization to cover the estimated cost of this extra work.

E. Rodriguez
Resident Bridge Engineer

NOTED
TOM EDWARDS

NOTED
E. G. RICKETTS

cc Mr. E. G. Ricketts

NOTED
...FRED A. REAR

PM
7 8 9 10 11 12 1 2 3 4 5 6

A

RECEIVED
MAY 14 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
May 7, 1965

SUBJECT: Assignment No. 3471-A
BPR Initial Inspection Report
East Fork Hood River Bridge

To:

ER-115(1)

Mr. Tom Edwards
Asst. State Highway Engineer
State Highway Department
Salem, Oregon

Regarding subject assignment, the action being taken on the damaged upstream column of Bent 3 is as follows:

After the project was let it was determined that the column was 3/16" out of plumb. Upon completion of other work and the removal of false work, the column will be pushed back into position and tremie concrete will be used to support the underside of the footing, and the cracks will be repaired.

An amount of $1,000 was set up in the authorization to take care of this work on an Extra Work basis. The work was set up in this manner as it was impossible to determine how severely damaged the column was until it could be examined at closer range.

J. F. Putnam
Division Engineer

JFP:me
cc: Mr. E. Rodriguez

NOTED
TOM EDWARDS

RECEIVED
MAY 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 11 1965
STATE HIGHWAY COMMISSION

FORM E-1232, BOM 9-64

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MAY 14 1965
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID P. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 6, 1965

3471

Mr. A. W. Parson
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon

Attention Mr. R. W. Pillsbury
Bridge Engineer

Dear Sir:

East Fork Hood River Bridge
Bridge No. 7892A
Contract No. 6552
FAP No. ER-115(1)

In regard to your initial Inspection Report No. 1 on this ER project, you ask to be advised as to what action is being taken on the damaged upstream column of Bent 3. It is contemplated that this column can be reset in its true position by an Extra Work Order after the contract items have been completed.

Before the contract was let it was not known how severely damaged the column was until it could be examined at closer range. Therefore, it was not included as a contract item but an amount of $1,000 for additional underpinning was included in the authorization which is in addition to the $1,000 in the contingency amount.

Soon after the contractor was on the job it was determined that the column was 3/16" per foot out of plumb which amounts to less than 4" total because of the short column. It is contemplated that after the falsework required for the bid items can be removed, the large rocks around this column can be removed with a backhoe and the column pushed back into position after which tremie concrete would be used to underpin the footing. The falsework has to be removed in order to divert the current away from this column to provide still water for the tremie concrete. The time to do this is when the County forces are making the end approach fills as in making these fills the County Roadmaster intends to straighten the channel above the bridge.

Approved .....

.....
Asst. State Hwy. Engr.

This work will be justification for extension of the contract completion date as it could not be done until the contract items were completed.

Very truly yours,

Ivan D. Marchant
Bridge Engineer

By

E. O. Nichette
Asst. Bridge Engineer

XXXi-XXXrcm

cc: Mr. J. F. Peirce
Mr. Sam Edwards
Mr. Enrique Rodriguez
Mr. L. H. Young
Mr. C. H. Nelson

RECEIVED
MAY 6 1965
OFFICE OF
HIGHWAY ENGINEER

FORM PR-33A(1) (REV. 5-64)

cc: OSHD (Klaboe)
OSHD (Bridge)
Region
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(287)

nig

REGION NO.	REPORT NO.	COUNTY	STATE
8	1	Hood River	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
4-21-65	R. W. Pillsbury, Bridge Engineer	FR 115(1)

IN COMPANY WITH
E. Rodriguez, Res Bridge Engr, OSHD

LOCATION OF IMPROVEMENT
See below

CONTRACTOR NAME AND ADDRESS
George Renner Construction, 12726 SE Division, Portland, Oregon

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
3-2-65	$21,300.00	by 5-15-65	3-2-65	3-10-65

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED	EST. COMPL. END OF MO.
Satisfactory	Satisfactory	68 %	60 %	70 %

ROADBED (Width _____ Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
RCDG (Repair)	X021	0.050

REMARKS

EAST FORK HOOD RIVER BRIDGE
WOODWORTH COUNTY ROAD - FAS RTE. 680

The project is located 1 1/2 miles north of Parkdale on the Woodworth County Road and provides for reconstruction of 36 feet of the end span of the existing bridge lost in the December 1964 floods.

(1) Concrete removal completed.
Bent 4 constructed.
Falsework and forming for Span 3 complete and ready to pour tomorrow.

(2) Five men forming bottom deck and girder forms in Span 3.

(3) Progress on this project was slow initially, but has since picked up. Fortunately the substructure work was completed before the current high water.

(more)

NOTED
TOM EDWARDS

5—

Materials reports reviewed and found to comply with the pertinent specifications.

No subcontracts are anticipated.

Project signs have been erected.

Longitudinal beams measured and found to be 13 1/2" x 36" as reqired.

It was noted that the upstream column in Bent 3 has a large crack near the beam bottom and smaller cracks near the ground. These latter cracks could have been caused by the removal of a drift wall section, but the upper crack was caused by external forces. The column is 3/16" per foot out of plumb, tilting toward the bank (Bent 4). The crack at the top was approximately 1/2" wide on the bank side. It is recommended that this column be repaired to the extent of possibly replacing both the footing and column. The river strikes directly on the column and unless adequate repair measures are taken it could easily be lost in the next high water.

Copy to Resident Engineer advise action taken

F 140 580
E R Proj

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 84354

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-13-65	CC 903		511-1057-207

RECEIVED
APR 13 1965
ENGINEER
COUNTY & CITY DIVISION

Hood River County
Courthouse
Hood River, Oregon

Attn: Board of County Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
	NOTED P. B. Arensmeier		
Advance Deposit			5,000.00
Partial transfer of advance deposit for the East Fork Hood River Trail, ER project, FAS 580.			3,000.00
To be retained			2,000.00

NOTED
DON HARVELL

ACKNOWLEDGMENT OF BILLING REQUE

Cash Received with Request: $.....

By .....

MISC. CONTRACTS and AGREEMENTS No. 2820

RECEIVED
APR 13 1965
FOR FILING
FA 11 (1)
4252

Salem, Oregon
March 16, 1965

Agenda Item 3d-3
ER Project Agreement
East Fork Hood River Bridge
Woodworth County Road
ER-115(1), FAS 580
Hood River County

Mr. H. S. Cox
County & City Engineer
Building

Attention: D. N. Harwell
Office Engineer
County & City Div.

Attached is a conformed copy of an agreement with Hood River County covering Emergency Relief project on Woodworth County Road (FAS 580) in Hood River County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Hood River County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FB
Attach: 1

RECEIVED
MAR 16 1965
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
March 15, 1965

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

East Fork Hood River Bridge
Contract No. 6552
Federal Aid Project No. ER-115(1)

Work was started on the above project on March 10, 1965.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

jm

cc: C.H. Maison
L.H. Young
D.B. Parkes
P.A. Query

NOTED
FLOYD QUERY

RECEIVED
MAR 2 - 1965
FOR FILING

FK-11 (1)
6552

March 2, 1965

Oregon State Highway Commission

Gentlemen:

Telephonic approval was granted by Chairman Glenn L. Jackson on February 17 of an Emergency Relief project on Woodworth County Road (FA5580) in Hood River County.

Work to be done includes roadway repair and bridge replacement due to damage by flood. The total cost is estimated to be $25,000. The State's participation is estimated to be $5,000; the cost to the County will be $5,000, and the Federal participation will be $15,000.

This matter will be presented at the March 11 Commission meeting for confirmation and authorization for the Secretary to sign for and on behalf of the Commission is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Lloyd P. Shaw
Victor D. Wolfe
C. H. Maison
L. H. Young
J. F. Putnam
H. S. Cox

LPS:ajw fn

Form A-129

OREGON STATE HIGHWAY DEPARTMENT

Project Authorization and Record of Work Orders

NOTED DON HARWELL

Section	East Fork Hood River Bridge Bridge No. 7892A	**Contract No.**	6552 (Br)
Highway	Woodworth County Road (FAS 580)	**F. A. Project No.**	ER-115(1)
County	Hood River	**Job Prefix**	514-1057
Kind of Work	Bridge Construction	**Date of Award**	March 2, 1965
Contractor	George Renner Construction, 12726 S.E. Division, Portland, Oregon	**Division Engineer**	J.F. Putnam
Specified Work Days	Completion By May 15, 1965	**Resident Engineer**	Enrique Rodriguez

CONSTRUCTION AUTHORIZATION

Contract amount		$ 21,300.00
Additional anticipated items:		
Additional Under-Pinning	$ 1,000.00	
		1,000.00
Subtotal		$ 22,300.00
Contingencies (4½%)		1,003.50
Construction Engineering (8%)		1,784.00
Subtotal		$ 25,087.50
Credit for maintenance rock		
Total original construction authorization		$ 25,087.50

RECEIVED ... ENGINEER ... CITY DIV.

Authorization increases, approved by Commission:

	$
Total present construction authorization	$

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS

State Printing

(Continued on reverse side)

RECEIVED
APR 12 1965
FOR FILING
EH-11 (1)
6552

March 2, 1965

George Renner Construction
12726 S. E. Division
Portland, Oregon

Gentlemen:

The State Highway Commission on February 25 accepted your proposal for the East Fork Hood River Bridge on Wentworth County Road (FAS 580) in Hood River County for the sum of $21, 300 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6552.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

By:

C. W. Head, Assistant Secretary

Dm

cc Pac. Bldr. & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L H Young
R G Savage (SIAC)
I D. Merchant

RECEIVED
MAR 9 - 1965
FOR FILING

477 Cottage St. N.E.
Salem, Oregon 97301

March 8, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

08-35.2-EC

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project BR-113(1)
East Fork Hood River Bridge
Bridge Reconstruction

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of February 24, 1965 in the award of contract No. 6552 to George Renner Construction of Portland, Oregon, low bidder in the amount of $21,300.00 at the February 23, 1965 bid opening.

NOTED
LLOYD P. SHAW

Original To Young
3-9-65

RECEIVED
MAR 3 - 1965
FOR FILING

March 2, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of February 24, 1965 is requested in the award of contract for the East Fork Hood River Bridge, Project No. ER-115(1).

The contractor receiving the award is George Renner Construction in the amount of $21,300.00 with the contract No. 6552 assigned. This bid was received on February 23, 1965 and awarded March 2, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DARter

NOTED
H. S. COX

NOTED
P. B. Arensmeier

Salem, Oregon
March 1, 1965

Mr. Ivan Merchant
O F F I C E

ER Project 115(1)
Woodworth Bridge, East Fork Hood River
FAS 580, Hood River County

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Hood River County's check for $5,000 has been received and, as this is the correct amount of the required advance deposit, the project is now clear for award.

V. R. James, Planning Engineer
County & City Division

VRJ:mm

cc: L. H. Young

COPY SENT TO WALT WRIGHT
ON 2/26/65

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Subject: Federal Aid Project No. ER-115(1)

Highway No. FAS 580

Project Name Woodworth Bridge,
East Fork Hood River

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at Hood River, Oregon, this 24 day of February, 1965.

Hood River County by its
Board of County Commissioners

Chairman

Commissioner

Commissioner

RECEIVED
FEB 25 1965
ENGINEER
COUNTY & CITY DIVISION

*Certify either paragraph 2 or 3.

NOTED
V. R. JONES

RECEIVED
FEB 17 1965

Form CD-12
(T1-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: February 15, 1965

In reply refer to: 08-35.3-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By T. Dec, Engineering Coordinator

SUBJECT: Oregon Emergency Program - Flood of December 1964

Our Washington office has reviewed and approved the below listed project on the subject program, effective February 11, 1965:

Item	Project	Location	Work
35	ER-115(1)	E. Fork Hood River Bridge	1 Bridge

This project shall be governed by PPM 23-1.

Federal Emergency funds approved to date are as follows:

	63% funds	5% funds	100% funds
Previous	$ 701,700	0	$ 2,874,660
This action	15,800	0	0
New balance	$ 717,500	0	$ 2,874,660 *

* Includes $1,410,000 under agreement by Public Roads and $169,580 for Indian Reservation Roads.

Original To Young
cc Morgan
2-17-65

INOTED
LLOYD P. SHAW

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

2-8-65

HOOD RIVER COUNTY
PROPOSED 1964 FLOOD DAMAGE PROJECTS, ER FUNDS

FAS 306, Lost Lake Road: West Fork Hood River Bridge, $70,000.

The existing bridge was destroyed by the extremely high water in this branch of the Hood River. Replacement will be made under a contract to be prepared and let by the State Highway Department. A survey for the vicinity map will not be required.

FAS 306, West Fork Section, replacement of approach fill, $4,000.

This approach fill was washed out at the same time as the bridge. Replacement of 2000 cubic yards of embankment, repair of base surfacing, and oil mat will be done by county forces.

✓ FAS 580, Woodworth Bridge, East Fork Hood River, $20,000.

The easterly pier was undermined by flood waters of the East Fork of the Hood River and one span was severely damaged. The repair of this span will be accomplished under a contract prepared and let by the Highway Department. This bridge was constructed as an FAS project in 1954.

✓ FAS 580, Woodworth Bridge Section, Embankment in Place, $6,000.

Approximately 2000 cubic yards of the bridge approach fill was washed out by the flooding East Fork of the Hood River adjacent to the Woodworth Bridge. This fill will be replaced by county forces.

Comm confirmed
3-11-65

ER/FAS-C/65-2
2/8/65 (Supersedes 2/5/65 tab.)

RECEIVED
FEB 3 - 1965
...ING

ER-1157(1)
G352

February 2, 1965

Mr. A. E. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., S.E.
Salem, Oregon

Dear Sir:

We are submitting data for one project, Item 35, Project No. ER-115(1), which we desire to include in the Federal-aid Emergency Relief Program occasioned by the December 22, 1964 flood.

It is desired to receive bids for this project on February 23, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

MC:ms

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 21-

CARD 2	REPORT NUMBER (19)–(20)	1	PROJECT LOCATION (45 typewriter spaces) 21–65	Co.Rd. approx. 4 mi. S.E. of Mt. Hood		ADT	PRESENT	330	FUTURE (66)–(70)	660	YEAR (71)–(7	84							
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26–62	Repair end span of bridge			NATL. FOREST (63)–(65)		FH ROUTE NO. (66)–(69)		SUPV AGCY (69)		DA CLASSIF. (70)		DA AREA (71)		EMERG. YR. (72)–(73)	64-1	PL. AUTH Y (74)–(7		
CARD 4	CLASS OF FEDERAL FUNDS	Emergency Relief													COUNTY NAME				
	NAME OF URBAN AREA 17-31														ROUTE NO.	S	FEDERAL-AID	580	

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT COST: FEDERAL FUNDS (67)–(76)
1										
5					**PE**		Co.Rd. approx. 4 mi. S.E. of Mt. Hood (E. Fork Hood River Bridge)			
5					**ROW**					
5					**CONST** (CODE)			0.03	$ 25,000	$ 15,800
							PROJECT TOTALS	0.03	$ 25,000	$ 15,800

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16)–(23) (24)–(33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	330	660 (66)(70)	84 (71)(72)	08	Oregon	35 (2)(3)	090 (4)(9)	35 (14)(18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
					PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(69)	(70)	(71)	64-1 (72)(73)	(74)(75)	ER- 14 23	115 7 13	(1)	(24)(26)	27

	COUNTY NAME	CODE	PROGRAM STAGE
ief	Hood River	027 (14)(16)	

ROUTE NO.	FEDERAL-AID	STATE	U.S.	PROGRAM STAGE
S	580 (32)	Co.Rd. (36)(37)	(41)	[ ] 1 OR [X] 2

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54)(58)	(59) (66)	(67) (76)			Repair end span of bridge. (Replace approx. 36' of east end span (RCDG) and const. east end bent, web wall between columns of center bents. (Contract method)
					ROW - 60' min.; access control-none; parking restrictions - none.
0.03	$ 25,000	$ 15,800	$ 4,600	$4,600 (County)	
0.03	$ 25,000	$ 15,800	$ 4,600	$4,600 (County)	

(18) (23)(24) (33)

REMARKS

Additional data - See Item S-249, Proj. S-158(1).

This work occasioned by Dec. 22, 1964 flood.

USCOMM DUSCOMM-DC 48805-P61

E. FORK HOOD RIVER BRIDGE (FAS 580)

PROJECT NO. ER-115(1)

Existing Facilities

Roadway:	2-10' lanes O-11 oil mat surface with 2' shoulders.
Structure:	156' RCDG Bridge HC 26' constructed under Project S-158(1), length 156'.

Adjacent Sections

Roadway:	See above

Project Data

The East Fork Hood River during the Dec. 22, 1964 flood washed out the east end bent causing the 48' span to break at a point approx. 36' west of the bent.

The proposed project is to cut off the damaged 36' section of the span and replace with an RCDG section restoring the span to 48' and replace the east end bent. It is further proposed to construct web walls between the columns of the two center bents to divert the river flow away from the end bents to prevent future washouts.

Note: Road approach work to be programmed as a separate project and done by County Forces and/or negotiated contract.

FORM E-30X—50M—7-64 SP*6230-724

RECEIVED
JAN 14 1965
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1965

To: Mr. Ivan D. Merchant
Bridge Engineer
O F F I C E

SUBJECT: Flood Damage to East Fork
Hood River Bridge No. 7892
Beals Corner-Dougherty Corner Section
Woodworth Road

NOTED
DON [illegible]ELL

On January 11 I made an inspection of this structure with Mr. Sharrah, County roadmaster of Hood River County, and found that the east span of this three span continuous structure consisting of 48-60-48 deck girder spans as shown on Drawing Nos. 11464 and 11465 had broken off at the center of the span. This was caused by the flood water washing out around the end bent at the east end. It also washed out at the end bent of the west end but left the structure intact. Photos of the bridge and damage are shown on attached sheet.

After inspecting the damage I found that this structure can be restored by exposing the reinforcing steel in the structure back to the first diaphragm east of column bent No. 3. At the same time the flood damage indicated that it would be advisable to place web walls between the four-column stream bent Nos. 2 and 3. It was also agreed between Mr. Sharrah and myself that some remedial measures should be made to the channel above the bridge particularly at the abutment of the old covered bridge which is still in place upstream from this bridge location, which diverts the water to the opposite shore and is one cause of the scouring out of Bent No. 4. However, the County forces will do all restoration and remedial work except for the structure itself.

It would be desirable to get this replacement under contract as soon as possible and I advised Mr. Sharrah that due to the fact that we could use the original plans for writing up the specifications it might be possible to get this prepared for the February 23 letting.

In another letter I am describing damage done to the West Fork of the Hood River on the Lost Lake Road seven miles above Dee which is on FAS 306. Would also like to get this on this same letting, and in another letter I am explaining the County's objections to the 20' slab span on the end of the Punchbowl Bridge No. 9330 over the West Fork of the Hood River on FAS 323. This Punchbowl Bridge has been tentatively scheduled for the February 23 letting, pending Hood River County's ability to match the FAS funds. In any event the County feels that the emergency replacements for the bridge on the Lost Lake Road and this Woodworth Road would take priority over the construction of the Punchbowl Bridge. It would be desirable, if possible, to let all three structures at the same time.

EGR/ma
Attached
cc: Mr. H. S. Cox ✓

NOTED
V. R. JONES

E. G. Ricketts
Assistant Bridge Engineer

ERFO-101(2) Oakridge-Salt Cr. Tunnel 1965
Sec., Willamette Hwy.
#6553 (Grad., Surf. & Pav.) [redacted]

RECEIVED
MAR 8 1968

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

ERFO-101(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

4553

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

DATE: March 6, 1968

In reply refer to: 08-35.EC/710.16

By: E. J. Valach
Acting Division Engineer

SUBJECT: Oregon Federal-aid Emergency Program
Floods of December 1964 - January 1965

Our Washington Office has approved the PR-9's for the below listed projects under the subject program submitted by Mr. Young's January 22, 1968 letter, effective February 27, 1968:

Item	Project No.	Location	Effective date P.E. Auth.
16	ERFO 101(2) #4553	Salt Creek Tunnel	12/28/64
55	ER 129(2)	Wheeler Co. Line-Prairie City	1/19/65
188	ER 156(2)	South River Road-Salem	4/15/65
189	ER 157(3)	G. Ronde River-La Grande	3/15/65

Mr. Williams' February 27, 1968 approval memorandum commended you on your prompt action during the floods in initiating preliminary engineering on these routes enabled earlier use by the public of the restored facilities. We endorse wholeheartedly Mr. Williams' commendation to you.

This action provides an additional total estimated $24,660 (Federal funds of $19,866) available on these P.E. projects.

Attachment

orig to Young w/enc.
3-11-68

RECEIVED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MONTHLY TRANSACTION NUMBER NP-2-1-08

FEB 27 1968

32-14

08-00.21

Mr. B. J. McClarty, Acting Regional
Federal Highway Administrator
Portland, Oregon 97204
G. M. Williams, Director
Office of Engineering and Operations
Washington, D. C.
Oregon Emergency Program, Floods of December 1964-January 1965
ERFO-101(2), ER-129(2), ER-156(2) and ER-157(3)

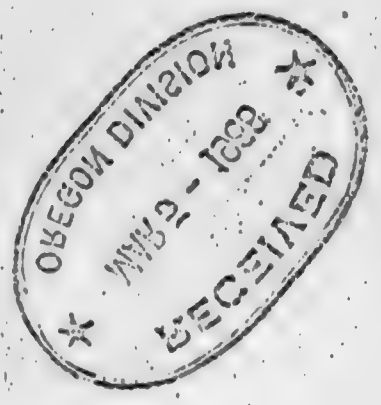
Your memorandum of February 12 transmits PR-9's and the State's request of January 22 for revision of the subject projects.

Division Engineer Parson's, in his memorandum of January 29 points out that the urgency to accomplish the work was extreme. Besides the temporary measures to open these important traffic arteries to traffic immediately following the floods, an early start on preliminary engineering for the permanent repairs enabled early contract awards and thus earlier use by the public of restored facilities. The State should be commended for their prompt action in the public interest.

Recognizing this urgency, paragraph 5.a.(4) was added in the September 14,1967, revision of PPM 23-1. The previous edition of PPM 23-1 dated March 23, 1964, did not specifically mention preliminary engineering for the permanent repair.

Since this is in accord with present policy, and in the absence of any specific prior policy statement to the contrary, I approve the requested revisions to these four projects as detailed on the PR-9's, copies of which are returned herewith. No additional emergency relief funds are required at the present time.

Enclosures



RECEIVED
JAN 24 1968
FOR [illegible]
ERFO-101(2)
6[illegible]

January 22, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

#6646 #6553 manual HBV AP ER 129(2) manual HBV AP ER 156(2)

Dear Sir:

A situation has arisen relative to preliminary engineering on four emergency relief projects, ERFO-101(2), ER-129(2), ER-156(2), and ER-157(3). These projects were occasioned by the December 1964 and January 1965 floods.

The enclosed tabulation lists the projects, showing the date of program submission, BPR (Washington) approval and effective date, date preliminary engineering was commenced by the State, total cost of preliminary engineering, total cost of preliminary engineering performed prior to BPR approval, and Federal pro rata on cost of preliminary engineering work performed prior to BPR authorization. The approximate monetary consideration involved in the four projects is $24,660 total cost, with Federal fund pro rata of $19,866.

As you are aware, preliminary engineering as defined by Section 101 of Title 23 is considered as construction; and, therefore, in accordance with PPM 23-1, dated March 23, 1964, which was in existence at the time, authorization of preliminary engineering had to await the programming and approval of the permanent repair. We believe it is in the public interest to waive the requirements of PPM 23-1, dated March 23, 1964, as applied to authorization of preliminary engineering, on the basis of data set forth hereinafter for each project, which data indicate there was minimum delay after project approval was received in commencing the reconstruction work; such would not have been the case if the preliminary engineering had been postponed until program approval was received.

1. Item 16, Project ERFO-101(2), Oakridge-Salt Creek Tunnel Section, Willamette Highway.

The work under this project consisted of the permanent restoration and reconstruction of 17.9 miles of highway facilities, including three bridges, and necessary preliminary engineering.

This section of the Willamette Highway, Oregon Route 58, was severely damaged during the flood, with a portion being completely destroyed, including the destruction of three bridges at Mile Points 38.23, 42.87 and 48.30.

The Willamette Highway, ORE 58, is the principal east-west route from Eugene across the Cascade Range to US 97 for travel north to Bend or south to Klamath Falls. It was imperative that the restoration of this section be given a high priority.

In view of the extreme damage to the roadway and structure, it was imperative that preliminary engineering phases for the permanent restoration begin at once so that the temporary work required would be such that it could be utilized when the permanent restoration was done and that design of the three bridges would be completed so not to delay putting the highway back into normal service.

The program data was submitted by the State on January 25, 1965, for P. E., temporary and permanent restoration, and was approved by the BPR Washington office February 11, 1965; however, due to high priority given the re-establishment of traffic on this route, P. E. phases were commenced on December 28, 1964, which was as soon after the flood as field personnel could get into the area. P.S. & E. documents for the first of the four contracts covering permanent restoration were approved for advertising on February 16, 1965; the second contract was authorized for advertising March 15, 1965; and the remaining two contracts were authorized for advertising March 22, 1965.

The tabulation enclosed shows that approximately $11,800 of the total preliminary engineering of $19,100 was expended prior to BPR Washington office approval; therefore, in view of data set forth above, we request the authorization date of this project be amended from February 11, 1965 to December 28, 1964, in order that prior preliminary engineering be eligible for Emergency Relief Funding.

2. Item 55, Project ER-129(2), Wheeler County Line-Prairie City Section, John Day Highway, US 26.

The work under this project consisted of P. E., temporary and permanent restoration of roadway and construction of one bridge.

This section of the John Day Highway, US 26, sustained major damage, especially at Dayville where the bridge over the South Fork of the John Day River was damaged to the extent reconstruction was necessary.

The John Day Highway, US 26, is a major east-west route through the central portion of the State, and it was very urgent to complete the restoration of the damaged section as any delay would cause hardship to vital traffic using the route. It was therefore deemed necessary to commence P. E. for the restoration of the roadway and structure in the vicinity of Dayville as expeditiously as possible.

The enclosed tabulation shows the program was submitted on February 10, 1965, and approved by the BPR Washington office on March 16, 1965; however, preliminary engineering was commenced on January 19, 1965, due to urgency to complete the restoration as quickly as possible. Approximately $4,930 of P. E. work out of the total P. E. cost of $16,868 was accomplished prior to BPR Washington office authorization.

In view of the above information, we request the authorization date of March 16, 1965 be amended to January 19, 1965, in order that the prior preliminary engineering costs be eligible for Emergency Relief Funding.

3. Item 188, Project ER-156(2), South River Road Section, FAS Route 176.

The work programmed under this project consisted of P. E., temporary and permanent restoration and slide correction of an adjacent hillside which the storm and flood condition left unstable, creating a threat of future slides.

The county road carries an ADT of approximately 1,000 vehicles traveling between Salem and Independence areas and is very important to the economy of the area.

A high priority was placed on the restoration of this section of FAS route by the county, and the county requested the State do the required preliminary engineering for the restoration and slide correction.

The county, as a temporary measure, had placed some fill and replaced the asphaltic concrete pavement; however, at the time the program was submitted on April 15, 1965, there was still some movement of the slide area, causing sections of the roadbed to shift. This movement was still evident at the time of the BPR Area Engineer's "Initial Inspection Report" of May 3, 1965. Due to the importance of this route, the State at the county's request, began intensive field investigation on April 14, 1965, to determine what work was necessary to correct the slide condition.

The enclosed tabulation shows the program was submitted on April 15, 1965, and subsequently approved June 10, 1965, by the BPR Washington office. The tabulation also shows that, of the $6,254 total cost for preliminary engineering, approximately $5,000 of the work was performed prior to the BPR Washington office approval.

We hereby request, due to the fact it was very important to complete certain phases of preliminary engineering as soon as possible to provide data on which to base the restoration or reconstruction of this important county FAS route to return traffic

to normal conditions without undue delay, that the authorization date of June 10, 1965, be amended to April 15, 1965, in order that the preliminary engineering performed be eligible for Emergency Relief Funding.

4. Item 189, Project ER-157(3), Spruce Street Bridge, County FAS Route 478.

The work under this program item consisted of preliminary engineering, temporary repairs and permanent restoration of highway facilities, including the reconstruction of a 250-foot bridge over Grande Ronde River.

The January 1965 flood forced the bridge downstream, washing out a large portion of the approaches. This structure is the main crossing of the Grande Ronde River to serve the area north of La Grande and carried an ADT of 1,400. It was of great importance to reconstruct the bridge as soon as it could be done, and the State was requested by Union County to do the preliminary engineering and let a contract for the reconstruction of same. The State began preliminary engineering work on March 15, 1965; however, the program item was not submitted until April 15, 1965, and subsequently approved June 10, 1965 by the BPR Washington office. P. S. & E. documents for the contract to reconstruct the bridge were approved for advertising on June 14, 1965.

The enclosed tabulation shows that approximately $2,929 of the total preliminary engineering cost of $3,001 was performed prior to Washington office approval. In view of the fact the route was given a high priority for restoration and that the State was attempting to accomplish as rapidly as possible all emergency restoration throughout the State, we request that the June 10, 1965 authorization date be amended as concerns preliminary engineering to March 15, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: C. H. Maison
R. N. Chase
Paul Hatcher

RNC:ia

TABULATION OF EMERGENCY RELIEF PROJECTS FOR WHICH

AMENDED P.E. AUTHORIZATION DATE IS REQUESTED

Item No.	Project No.	Section Name	Program Submission Date	B.P.R. Approval Date	Date P.E. Commenced	Total P.E. Expend.	PE Expended Prior to BPR Approval	
							Total Cost	Federal Pro Rata
16	ERFO-101(2)	Oakridge-Salt Cr. Tunnel	1-25-65	2-17-65	12-28-64	$19,100	$11,800	$11,[illegible]
55	ER-129(2)	Wheeler County Line-Prairie City	2-10-65	3-16-65	1-19-65	16,868	4,931	3,131
188	ER-156(2)	South River Road	4-15-65	6-10-65	5-14-65	6,254	5,000	3,175
189	ER-157(3)	Spruce Street Bridge	4-15-65	6-10-65	3-15-65	3,001	2,929	1,860
					Total Costs		$24,660	$19,866

January 22, 1968

RECEIVED
JUN 10 1966

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

ERFO-101(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 6, 1966

In reply refer to: 08-35.DA-3

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ERFO-101(2)
Oakridge-Salt Creek Tunnel Section, Willamette Highway
State Force Order No. 7
Total estimated amount of the Order - $2,250.00
Federal participation - $2,250.00

Reference is made to Mr. Young's January 4, 1966 letter regarding installation of Type W-1 guide posts on subject project by State Forces. This work was discussed with this office on December 22, 1965, and effective that date we are approving subject order with the understanding the State will similarly install guide posts between the ERFO project work areas at the State's expense for uniformity.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter and in the estimated amount of $2,250.00 with Federal participation of 100%.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith. Participation is limited to cost of temporary barricades with no participation in signs.

REFERRED TO
Young
By Asst. State Hwy. Engr.

Copy to files
6-10-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon [illegible] of project approval [illegible] additional funds are [illegible]
Dec 22 [illegible]
[signature]
Dist. Engineer
U.S. Bureau of Public Roads

Order No. 7

Project Name Oakridge-Salt Creek Tunnel Date December 22, 1965

Highway Willamette Contract No. 6553 F. A. Project No. ERFO-101(2)

County Lane Prefix 20-1014 Account No. 276-07

Description of Work To Be Done:

Furnish and Install Guide Posts, Type W-1

Work has not started.

Telephone approval of this S. F. O. received 12-22-65 from J. A. Bond, Staff Assistant.

Location by Station Numbers:

M. P. 37.9 to 38.6; M. P. 40.4 to 44.0; M. P. 45.37 to 45.47; M. P. 47.8 to 49.0; M. P. 50.4 to 52.0; M. P. 53.2 to 53.4; M. P. 54.8 to 55.3.

Estimate of Quantities and Costs:

Guide Posts, Type W-1	300 each at $ 7.50	$ 2,250.00
	TOTAL	$ 2,250.00

Explanation: Installation of guide posts is normal to any new construction but they were inadvertently omitted as a bid item on this project. As their installation is required in bringing the project to a satisfactory state of completion and as it would require move-in of equipment and a time extension of the contract if the work was to be performed by the contractor, it is deemed practical and expedient to perform the work by state forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,840,000.00
Present estimate of project cost, including $ 2,250.00 for work under this order	$1,720,000.00
Expected under-run (amount)	$ 120,000.00
Expected under-run (per cent)	6.5

Space to right of this line is for use of Salem Office

Submitted by: /s/ Arleigh A. Anderson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
MAY 18 1966
FOR FILING
ENFC-101(2)
6553

543

April 25, 1966

Rogers Construction Inc.
11760 N.E. Glisan Street
Portland, Oregon

#4

Gentlemen:

The State Highway Commission at its meeting on April 21 considered your request for an extension of time on Contract No. 6553 on the Cahridge-Salt Creek Tunnel Section of the Willamette Highway in Lane County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to December 26, 1966, without assessment of liquidated damages.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc L. R. Chandler
L. H. Young
F. D. Morgan
C. H. Maleen
Bureau of Public Roads

FORM E-30 SOH 3-65 SP*6470-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 4, 1966

SUBJECT: Extension of Time
Oakridge - Salt Creek Tunnel Sec.
Willamette Highway
Contract No. 6553

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

Attached is a request from Rogers Construction Inc., contractor on the subject contract for an extension of the specified completion date from September 30 to December 30, 1965 without the assessment of liquidated damages. The contractor's request is based on overruns in equipment rental work and additional equipment added to the contract by price agreement.

A review of the contract bid items indicates that 24.92% of the original contract amount was based on hourly work. This project had 210 calendar days available from date the contract was mailed to the contractor and on a strict percentage basis the hourly rate work (24.92%) would constitute some 52 calendar days. On a project of this nature the rental work controls the over-all progress of the project and although some of the other work could have been done concurrently with the hourly rate items, the equipment rental work was active throughout the length of the project. No surfacing work was started on this project until July 7, 1965. This is 124 calendar days after the contract was mailed and further emphasizes the fact that the equipment rental work was the major determining factor in the progress of the work. The rental items overran 53.98%. Applying this overrun against the 52 days would justify a 28 calendar day extension.

There was a stop work order in effect on this project from October 9 through December 6. The time covered by this stop work order justifies an extension of 59 calendar days.

The original completion date for this contract was September 30, 1965. The project was completed on December 30, 1965 at which time 32 penalty days amounting to $6,400 in liquidated damages had been assessed (for October 1 through 8 and December 6 through 30). No penalty was charged during the time the stop work order was in effect. Based on the overruns in hourly rate bid items and the stop work order time, we recommend that the specified completion date be extended to December 26, 1965. This will reduce the liquidated damages by $5,600, leaving $800 outstanding.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that an overrun in the contract hourly rate items may be a valid reason for an extension of time where the hourly rate items actually controlled the over-all progress of the work. However, he would not give a definite indication that he would recommend that the extension be approved.

Rough drafts of letters to the Bureau of Public Roads and Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:nh

Attach.

cc: L. H. Young

RECEIVED
FEB 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

January 20, 1966

Mr. Arleigh Anderson
Resident Engineer
Oregon State Highway Department
Eugene, Oregon

RE: O. S. H. D. Contract
#6553

Subject: Extension of time.

Dear Sir:

In the past correspondence we have written you concerning the question of liquidated damages; on the above mentioned project, it has been your opinion that this claim should be disallowed.

We are again writing to say that we firmly believe that with all of the conditions we have met that we are entitled to the time extension.

In addition to the percentage of over-run of equipment rentals it is not based on this fact alone, but with the additional equipment that was placed on the project to complete the work that was accomplished in the time allowed.

Price adjustments of placing equipment of the size and capacity to further advance the project as far as time allowed should be considered as a major factor in completing a majority of the project.

Your last letter inferred that you could see no reason for not completing the roadway work on the contract completion date as the roadway was ready. As a contract; all work should be considered under the contract, not singling one phase to base your opinion.

This company went through considerable expense of paving the bridge approaches alone at Upper and Lower Salt Creek due to the fact that the Bridge Contractor had held us up.

COPY

True, you did not charge us for these days, but the move in - move out plus hand preparation is of no little expense. As you are well aware of we did spend considerable time with hand labor, work that previously could have been done by machines at less cost to us.

We again attach a supplemental sheet of 55% over-run of equipment rentals on this project, and again ask yours and the Oregon State Highway Commissions indulgence in asking for this time extension.

Very truly yours,

ROGERS CONSTRUCTION, INC.

H W McInroe

Howard W. McInroe

Rnols/
HWMCI/cmd

COPY

RECEIVED
APR 19 1966
FOR FILING

ERFO-1012

6553

April 19, 1966

The Fidelity and Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

A post-final payment for $5,600 will be made to Rogers Construction Inc., on Contract No. 6553 for grading and paving the Oakridge-Salt Creek Tunnel Section of the Willamette Highway in Lane County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,642,473.74 including the post-final payment. Of the total $23,606.17 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Rogers Construction Inc.
11760 N.E. Glisan Street
Portland, Oregon

Pallett, Fisher & Carlo, Inc.
1001 U.S. National Bank Building
Portland 4, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
APR 14 1966
FOR FILING

ERFO-101(2)
6553

April 13, 1966

The Fidelity & Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

Contract No. 6553 awarded to Rogers Construction, Inc., for grading and paving the Oakridge-Salt Creek Tunnel Section of the Willamette Highway in Lane County was completed on December 30, 1965, and accepted by the Highway Commission on April 12, 1966.

Final payment in the amount of $77,500.84 will be released to the contractor after April 20, 1966. The total contract amount is $1,636,873.74 including $23,606.17 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm

cc Rogers Constr., Inc.
11760 N. E. Glisan Street
Portland, Oregon

Pallett, Fisher & Carlo, Inc.
1001 U.S. National Bank Building
Portland 4, Oregon
L. H. Young
C H. Maison
Attn: John Herr

RECEIVED
APR 12 1966
FOR FILING

ERFO-10 (2)

6253

April 12, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed December 30, 1965, on Contract No. 6553. The contract was with Rogers Construction, Inc. and was for paving on the Cascadia-Salt Creek Tunnel Section of the Willamette Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 12, 1966, and that you concur in this procedure at the Commission meeting on April 21.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler bg

RECEIVED
APR 6 - 1966
FOR FILING

April 6, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 4
April 21, 1966 meeting

Gentlemen:

Rogers Construction Inc., contractor on the Oakridge-Salt Creek Tunnel Section of the Willamette Highway in Lane County, Contract No. 6553, requests an extension of the specified completion date from September 30 to December 30, 1965. The contractor's request is based on overruns in equipment rental work.

This project is an equipment rental-type project. The equipment rental items and hourly items added to the contract by price agreement overran the contract amount by 53.3 percent. The rental work directly controls the overall progress of this type of project. The hourly rate items constitute 25 percent of the original contract amount and represents some 52 calendar days of the original 210 allowed. Applying the overrun in hourly items against this 52 days justifies an extension of 28 calendar days.

There was a stop work order (because of bridge construction by another contractor) in effect on this project from October 9 through December 6, 1965. The time covered by this stop work order justifies an extension of 59 calendar days.

Based on the reasons cited above, I recommend that the specified completion date be advanced to December 26, 1965. This will reduce the liquidated damages to $800. This is a Federal-aid Emergency Recovery Project and we have Bureau of Public Roads concurrence.

Telephonic approval was received from Chairman Jackson on April 5. Confirmation will be requested at the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:nh bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6553 Contractor Rogers Construction, Inc.

Highway Willamette

Section Oakridge - Salt Creek Tunnel

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Overruns in equipment rental work and the addition of other hourly items by price agreement justifies an extension to December 26.

Recommended for Approval:

Carl M. Williams
Ass't. Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 6553

Project designation ERFO-101(2) State-Federal

Date awarded 3-3-65

Work started 3-24-66

Per cent completed 100%, 12-30-65 Date

No. of Workdays Allowed to 9-30-65

No. of Workdays Used to 12-30-65

No. of Added Workdays Requested to ~~12-31-65~~ 12-26

E—330 (Rev.)—8M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 20, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 9/30/65 ~~1964~~ days to 12/30/65 days, within which to complete our Contract No. 6553, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED LETER AND SHEET "A".

Respectfully submitted,

ROGERS CONSTRUCTION, INC.
Contractor

By [signature]

CONSENT OF SURETY

Date January 25, 19 66

We, THE FIDELITY AND CASUALTY COMPANY OF NEW YORK

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
(Charles Carroll) Attorney-in-fact

(SEAL)

PACIFIC [illegible] INC
Resident Agent
By [signature]

ROGERS CONSTRUCTION, INC.

General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND, OREGON 97220

January 20, 1966

Mr. Arleig' Anderson
Resident Engineer
Oregon State Highway Department
Eugene, Oregon

RE: O. S. H. D. Contract
#6553

Subject: Extension of time.

Dear Sir:

In the past correspondence we have written you concerning the question of liquidated damages; on the above mentioned project, it has been your opinion that this claim should be disallowed.

We are again writing to say that we firmly believe that with all of the conditions we have met that we are entitled to the time extension.

In addition to the percentage of over-run of equipment rentals it i not based on this fact alone, but with the additional equipment that was placed on the project to complete the work that was accomplished in the time allowed.

Price adjustments of placing equipment of the size and capacity to further advance the project as far as time allowed should be conside red as a major factor in completing a majority of the project.

Your last letter informed that you could see no reason for not completing the roadway work on the contract completion date as the road-way was ready. As a contract; all work should be considered under the contract, not singling one phase to base your opinion.

This company went through considerable expense of paving the bridge approaches alone at Upper and Lower Salt Creek due to the fact that the Bridge Contractor had held us up.

True, you did not charge us for these days, but the move in - move out plus hand preparation is of no little expense. As you are well aware of we did spend considerable time with hand labor, work that previously could have been done by machines at less cost to us.

We again attach a supplemental sheet of 55% over-run of equipment rentals on this project, and again ask yours and the Oregon State Highway Commissions indulgence in asking for this time extension.

Very truly yours,

ROGERS CONSTRUCTION, INC.

H. W. McInroe

Howard W. McInroe

Encls/
HWMI/amd

Contract #6553
Oakridge - Salt Creek Tunnel
Job 50 Oakridge

CODE	Hourly Rental Production Total Hours Per Contract	Total Hrs. To Date	$ Amount Total to Date	Total to 10/17/65 % Complete
2 Blade	2400	1745	26,175.00	73
3 Tractor 185 HP	2700	3871½	96,787.50	143
4 Tractor 185 HP w/winch	500	180½	4,873.50	36
5 Tractor 75 HP	160	901	18,020.00	563
6 Shovel 2½ c.y.	300	339½	11,543.00	113
7 Shovel 3/4 c.y.	50	833½	20,812.50	1665
8 Crane	80	—	--	—
9 Truck 6 c.y.	350	—	—	—
10 Truck 10 c.y.	500	1381½	17,959.50	276
11 Truck 20 c.y.	4000	3598	89,950.00	90
12 Truck 1½ Ton flatbed	200	347	3,470.00	174
13 Truck 3/4 Ton Pickup	2400	1771	3,542.00	74
14 Truck, Water 4500 Gal	250	256	3,840.00	102
15 Loader 3/8 c.y. backhoe	300	348½	4,879.00	116
16 Loader 1 c.y.	330	—	—	—
17 Loader 4 c.y.	700	439½	13,185.00	63
18 Loader crawler 2 c.y.	40	1225	36,750.00	3060
19 Roller Vib. w/poer	100	59	1,888.00	59
20 Roller Grid w/power	400	373½	10,831.50	93
21 Tamper, hand oper.	50	86	860.00	172
22 Pump Water 3-4"	100	876½	4,382.50	876
23 Chain Saw 36" bar	160	1025½	15,382.50	641
24 Wagon Drill 3½"	50	46½	1,209.00	93
25 Explosives	1000	5471	3,282.60	547
26 Foreman	2400	4852	32,751.00	202
27 Laborers	10000	17602½	83,611.88	176
28-1 1/2 Ton Pickup		2663	3,994.50	
29-1 3700 Gal. Water Truck	150	628½	7,730.55	419
30-1 Windmschine	400	244	244.00	61
31-1 Jackhammer	400	426	3,535.80	107
32-1 210 cfm Compressor	200	287	1,521.10	144
33-1 Overtime watering	320	287	4,674.68	90
34-1 2 3/4 yd Loader (966)	350	511	12,775.00	146
35-1 2½ c.y. backhoe (80D)	200	398½	15,143.00	199
36-1 Bridge	--	—	—	—
37-1 SS Asphalt Emulsion	10000 gal	21830	8,318.20	219
38-1 Tractor 185 HP w/ripper		309	9,270.00	
	$360,070.00	(155%)	$573,192.81	

RECEIVED
MAR 25 1966
FOR FILING ERFO-101(2)

Form CD-121 (11-65) (Prev. by A.O. 188-16)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 23, 1966

In reply refer to: 08-35-DA

TO : ~~Mr. Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ERFO-101(2)
Oakridge - Salt Creek Tunnel Section, Willamette Highway
Request for Time Extension

Reference is made to your March 11, 1966 letter which requested concurrence in the granting of an additional time extension on the subject project. A time extension of 59 Calendar days resulting from the stop work order in effect between October 9 and December 6 was approved by our March 2, 1966 memorandum.

For the reasons given in your letter and because the "Engineer Directed" hourly equipment rental item did apparently control and restrain the overall progress of the work, we hereby concur in an additional 28 calendar day time extension without the assessment of liquidated damages.

REFERRED TO
Bond - Chandler - Young - Bauer
BY ASST. STATE HWY. ENGR.
3-25-66

RECEIVED
MAR 21 1966
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 14 1966
FOR FILING
EXFO-101(2)
6553

March 11, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project EXFO-101(2)
Oakridge-Salt Creek Tunnel
Section, Willamette Highway
Contract No. 6553, Request for
Time Extension

Dear Sir:

Your March 2 letter requests some further information showing that the hourly rental work controlled the overall progress and prosecution of this contract. The various phases of this repair are so interrelated and concurrent that we have prepared the attached chart to attempt to more clearly set forth the time involved in the various major work items.

Although the riprap was a unit item, the channel restoration and preparation of the areas to be occupied by the riprap was done by equipment rental. This included the digging of the toe trenches in which riprap was placed. This is in accordance with page 9 of the Special Provisions (Construction Details).

A similar procedure is involved in the surfacing work. The installation of drainage structures was done by rental equipment. Only the actual pipe materials were on unit items as per page 9 of the Special Provisions. A comparatively small quantity of surfacing materials were used for roadway maintenance under traffic before the August 10 date shown, but a great deal of drainage and roadbed had to be restored before the main surfacing placement could begin. The contractor worked nine and ten hour days to keep the riprap and surfacing items on schedule.

The chart shows that the equipment rental work occupied some 91 percent of the elapsed time up to the stop work order. Since the contractor provided the amount and type of equipment we wanted, and employed it at our direction, we believe these hourly rental items which overran so heavily set the pace of production.

We again ask your concurrence in a 28 calendar day time extension for the above reasons.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Kinboe
Assistant State Highway Engineer

Attachment

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

JAB:bjm srb

Work Started 3-24-65

Grading & Related Equipment Rental Work

Rip-Rap

Crushing

Surfacing

Guard Rail

Paving

Stop Work Order in effect while awaiting completion of Salt Cr. Bridges Contract

59 Calendar Days

9-8-65

12-30-65

March | April | May | June | July | Aug. | Sept. | Oct. | Nov.

3-3-65 Bids Recd. & Contract Awarded 3-5

210 Calendar Days

9-30-65 Specified Compl. Date

Project Completed

Time-Work Chart
Oakridge - Salt Cr. Tunnel Section
Willamette Highway
Contract [illegible] Oregon Proj. ERFO-101(3)

RECEIVED
MAR 4 - 1966
FOR FILING
ERFO-101(2)

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

1553

TO: Mr. ~~Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

DATE: March 2, 1966

In reply refer to: 08-35-DA

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ERFO-101(2)
Oakridge - Salt Creek Tunnel Section
Willamette Highway

Reference is made to your letter dated February 8, 1966 requesting concurrence in granting time extension to Rogers Construction Inc,, Contractor, on subject project.

We have previously indicated our recognition of the contradictory provisions in the contract. These provisions call for fixed date of completion and do not modify Section 120-3.1, which gives engineer control of number and type of equipment and labor units. As a matter of equity in such cases, we will concur in time extensions when there is a satisfactory showing that the hourly equipment rental item did control and restrain overall progress of work.

Your request letter provided information as to actual overrun of work compared to estimated contract quantities without a definite showing that the "Engineer Directed" work did actually control and delay the overall progress of work.

Our contact with this project work was not close enough to provide us with adequate information on which to approve that portion of your request related to overrun of hourly rate items. Would you provide us with information as to the nature and extent to which the increased quantity of hourly rate items delayed contractor's progress.

Approval is granted for extensions of 59 calendar days resulting from the stop work order in effect between October 9 and December 6. It is our understanding that this stop order was issued because contractor could not complete work until other contractors for structures had progressed further with their work.

copies to hyoung Maitson 3-3-66

RECEIVED
MAR 3 1966
OFFICE OF
HIGHWAY ENGR

REFERRED TO
Bond
BY ASST. STATE HWY. ENGR.

BC Williamson 14th

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 9 - 1966
FOR FILING
ERFO-101(2)

February 8, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Request for Time Extension
Oakridge-Salt Creek Tunnel
Willamette Highway
Project No. ERFO-101(2)

Dear Sir:

We have received from Rogers Construction, Inc., contractor on the subject project, a request for an extension of the specified completion date from September 30 to December 30, 1965. The contractor's request is based on overruns in equipment rental work and additional equipment added to the contract by price agreement. The contractor's request was submitted on October 12, 1965. Since this request was submitted after the specified completion date, liquidated damages have been assessed as outlined in Section 8-8 of the Standard Specifications.

A review of the contract bid items indicates that 24.92 percent of the original contract amount was based on hourly work. This project had 210 calendar days available from the date the contract was mailed to the contractor and, on a strict percentage basis, the hourly rate work (24.92 percent) would constitute some 52 calendar days. On a project of this nature, the rental work controls the overall progress of the project and, although some of the other work could have been done concurrently with the hourly rate items, the equipment rental work was active throughout the length of the project. No surfacing work was started on this project until July 7, 1965. This is 124 calendar days after the contract was mailed and further emphasizes the fact that the equipment rental work was the major determining factor in the progress of the work. The rental items overran 53.9% percent. Applying this overrun against the 52 days would justify a 28 calendar day extension.

There was a stop work order in effect on this project from October 9 through December 6. The time covered by this stop work order justifies an extension of 59 calendar days.

The original completion date for this contract was September 30, 1965. The project was completed on December 30, 1965. Based on the overruns in hourly rate bid items and the stop work order time, it is our recommendation that the completion date for this project be extended to December 26, 1965. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Kinhee
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. M. Young
C. H. Maison
L. R. Chandler

DES:nh srb

STATE COPY

Monthly transaction number	FHWA PR-2A (31-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 3 6553	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 1-14-66	County Lane
		Project number ERPO-101(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 12, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 2,324,906.00

Revised Federal funds $ 2,324,906.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14th day of January, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. EXFC-101(2)

OAKRIDGE-SALT CREEK TUNNEL SECTION OF THE

WILLAMETTE HIGHWAY IN LANE COUNTY

(Revised estimate as a basis for modification of project agreement. Estimate revised to include approved price agreements, state force orders and estimated over-runs of bid item quantities.)

Salem, Oregon, October 12, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code 6201
Roadway (MP 37.24 to MP 55.13) (Contract No. 6553)

Moving Costs	All Required		$ 75,000.00
Blade Grader	2,400 hours	$ 15.00	36,000.00
Tractor (185 H.P), Dozer	4,000 hours*	25.00	100,000.00
Tractor (185 H.P.), Dozer and Winch	500 hours	27.00	13,500.00
Tractor (75 H.P.), Dozer	650 hours*	20.00	13,000.00
Power Shovel, 2-1/2 C.Y. Comb.	300 hours	34.00	10,200.00
Power Shovel, 3/4 C.Y. Comb.	850 hours*	25.00	21,250.00
Crane, Truck-Mounted, Dragline	80 hours	25.00	2,000.00
Trucks, Dump, 6 C.Y.	350 hours	13.00	4,550.00
Trucks, Dump, 10 C.Y.	1,500 hours*	13.00	19,500.00
Trucks, Dump, 20 C.Y.	4,000 hours	25.00	100,000.00
Trucks, Flatbed, 1-1/2 Ton	200 hours	10.00	2,000.00
Trucks, Pickup, 3/4 Ton (without Operator)	2,400 hours	2.00	4,800.00
Trucks, Sprinkler, 4,500 Gals. with Pump	250 hours	15.00	3,750.00
Loader, Wheel Type, 3/8 C.Y. Comb.	300 hours	14.00	4,200.00
Loader, Wheel Type, 1 C.Y.	330 hours	14.00	4,620.00
Loader, 4-Wheel Drive, 4 C.Y.	700 hours	30.00	21,000.00
Loader, Crawler, 2 C.Y.	1,200 hours*	30.00	36,000.00
Roller, Vibratory with Power	100 hours	32.00	3,200.00
Roller, Grid with Power	400 hours	29.00	11,600.00
Tamper, Gasoline Engine (Hand Operated)	50 hours	10.00	500.00
Pump, Portable, 3-4 inch	100 hours	5.00	500.00
Saw, Portable Chain, Minimum 36" Bar	1,060 hours*	15.00	15,900.00
Wagon Drill, 3-1/2 inch Rubber Tired with Comb.	50 hours	26.00	1,300.00
Explosives	1,000 lbs.	0.60	600.00
Foreman	4,500 hours*	6.75	30,375.00
Laborers	17,500 hours*	4.75	83,125.00
Watering	3,000 M-gals.	3.00	9,000.00
3/4" - 0 Material in Base	16,500 tons	1.75	28,875.00
Stone Base	120,000 tons	1.65	198,000.00

3/4" - 0 Aggregate in Prime Coat	900	cu.yds.	$ 3.00	$ 2,700.00
RC-250 Asphalt in Prime Coat	450	tons	50.00	22,500.00
RS-1 Asphalt in Tack Coat	11	tons	70.00	770.00
Class "B" Asphalt Concrete Mixture	27,000	tons	4.90	132,300.00
Asphalt Cement in Mixture	1,490	tons	33.70	50,213.00
Loose Riprap	210,000	cu.yds.*	2.45	514,500.00
Furnish 18-inch Metal Culvert Pipe, Type "A" Coating	1,100	lin.ft.	2.80	3,080.00
Furnish 24-inch Metal Culvert Pipe, Type "A" Coating	670	lin.ft.	3.90	2,613.00
Furnish 30-inch Metal Culvert Pipe, Type "A" Coating	500	lin.ft.	5.75	2,875.00
Furnish 36-inch Metal Culvert Pipe, Type "A" Coating	300	lin.ft.	6.60	1,980.00
Furnish 42-inch Metal Culvert Pipe, Type "A" Coating	60	lin.ft.	10.50	630.00
Furnish 60-inch Metal Culvert Pipe, Type "A" Coating	300	lin.ft.	19.50	5,850.00
Furnish 72-inch Metal Culvert Pipe, Type "A" Coating	140	lin.ft.	24.00	3,360.00
Furnish 8-inch Perf. Metal Drain Pipe	750	lin.ft.	1.50	1,125.00
Special Backfill in Drains	700	cu.yds.	6.00	4,200.00
Guard Rail	25,000	lin.ft.	2.35	58,750.00
Rail End Pieces	50	only	6.00	300.00
Remove Existing Bridge	All Required			1,000.00
				$1,663,091.00

Approved Price Agreements and State Force Orders

PA #1	1/2 Ton Pickup	2,400 hours	$ 1.50	$ 3,600.00
PA #2	3,700 Gal. Sprinkler Truck	150 hours	12.30	1,845.00
PA #3	Wind Machines	400 hours	1.00	400.00
PA #4	Jackhammers, 51 lb. minimum	400 hours	8.30	3,320.00
PA #9	SS-1 Asphalt in Sprinkling	10,000 Gal.	0.38	3,800.00
SFO #1	Signing and Barricades	All Required		1,000.00
				$ 13,965.00
Flagging (57½% of Contractor's Cost)		All Required		$ 8,000.00
Striping		All Required		1,000.00
Seeding and Mulching		All Required		2,000.00
				$ 11,000.00
		Subtotal		$1,688,056.00
		10% Engr. & Cont.		168,805.00
				$1,856,861.00
Salvage Value of Old Bridge		35 tons	$ 20.00	$ (700.00)
				$1,856,161.00

Type Code X080
Eagle Creek Bridge (#3995A) (Sta. 15+80 to Sta. 16+30) (Contract No. 6559)

Remove Old Bridge	All Required	$	$ 2,000.00
Shoring, Cribbing, etc.	All Required		4,000.00
Structural Excavation	500 cu.yds.	10.00	5,000.00
Structural Excavation Below Elevation Shown	50 cu.yds.	10.00	500.00
Class "A" Concrete (193 C.Y.)	All Required		11,580.00
3'x50' to 55' Prestressed Concrete Slab	12 only	866.00	10,392.00
Metal Reinforcement (33,000 lb.)	All Required		4,000.00
			$ 37,472.00

Type Code X031
Lower Salt Cr. Bridge (#1519A)(Sta. 2449+14 to Sta. 2451+44)(Contract No. 6567)

Remove Old Bridge	All Required		$ 6,900.00
Shoring, Cribbing, etc.	All Required		5,000.00
Structural Excavation	600 cu.yds.	$ 10.00	6,000.00
Structural Excavation Below Elevation Shown	60 cu.yds.	10.00	600.00
Class "A" Concrete (555 C.Y.)	All Required		39,220.00
Metal Reinforcement (118,500 lb.)	All Required		15,000.00
Structural Steel (27,800 lb. Carbon) (251,600 lb. Low Alloy)	All Required		78,594.00
Metal Parapet Railing, Single Pipe	461 lin.ft.	6.50	2,996.50
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	25 lin.ft.	5.00	125.00
			$ 154,435.50

Type Code X031
Upper Salt Cr. Bridge (#2071A)(Sta. 2196+66 to Sta. 2200+32) (Contract No. 6566)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	450 cu.yds.	$ 10.00	4,500.00
Structural Excavation Below Elevation Shown	50 cu.yds.	10.00	500.00
Furnish 10 BP 42 Steel Piling	1,570 lin.ft.	5.00	7,850.00
Drive Steel Piles	86 only	50.00	4,300.00
Splice Steel Piles	20 only	35.00	700.00
Class "A" Concrete (1,165 C.Y.)	All Required		81,000.00
Metal Reinforcement (219,400 lb.)	All Required		30,158.00
Structural Steel (48,600 lb.) (304,300 lb. Low Alloy)	All Required		93,975.00
Metal Parapet Railing, Single Pipe	740 lin.ft.	6.50	4,810.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	50 lin.ft.	5.00	250.00
			$ 233,043.00
	Subtotal		$ 424,950.50
	10% Engr. & Cont.		42,494.50
			$ 467,445.00
Salvage Value of Old Bridge	35 tons	$ 20.00	(700.00)
			$ 466,745.00

Length of Roadway - - - - - - - - - - 17.768 mi. (Intermittent Sections)
Length of Structures (3) - - - - - 0.122 mi.
Total Length - - - - - - - - - - - - 17.890 mi.

SUMMARY OF FUNDS

	Total Cost	Federal Funds
Preliminary Engrg.	$ 2,000.00	$ 2,000.00
Roadway	1,856,161.00	1,856,161.00
Structure	466,745.00	466,745.00
	$2,324,906.00	$2,324,906.00

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 20-1476
20-1014
20-1015
20-1017
20-1016

* These bid item quantities have been increased to include the estimated over-run of each bid item. The increase is shown below:

	Bid Item	Contract Quantity	Expected Over-run Quantity		Amount
3.	Tractor, 185 H.P.	2,500 hrs.	1,300 @	$25.00	$32,500
5.	Tractor, 75 H.P.	160 Hrs.	490 @	20.00	9,800
7.	Power Shovel, 3/4 C.Y.	50 hrs.	800 @	25.00	20,000
10.	Trucks, 10 C.Y.	500 hrs.	1,000 @	13.00	13,000
18.	Loader, Crawler, 2 C.Y.	40 hrs.	1,160 @	30.00	34,800
23.	Portable Chain Saw	160 hrs.	900 @	15.00	13,500
26.	Foreman	2,400 hrs.	2,100 @	6.75	14,175
27.	Laborers	10,000 hrs.	7,500 @	4.75	35,625
36.	Loose Riprap	190,000 cu.yds.	20,000 @	2.45	49,000

OAKRIDGE-SALT CREEK TUNNEL SECTION

PROJECT NO. ERFO-101(2)

CONTRACT NO. 6553

State Work Nonfederal Aid

ROCK PRODUCTION

1/2" - 1/4"	Material in Stockpile	2,500 cu.yds.	$3.00	$ 7,500.00
1/4" - #10	Material in Stockpile	1,500 cu.yds.	3.00	4,500.00
1/2" - 0	Material in Stockpile	4,000 cu.yds.	3.00	12,000.00
1/4" - 0	Material in Stockpile	6,000 cu.yds.	3.00	18,000.00
				$42,000.00

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

CONTROL TRANSACTION NO: REQUEST SEP 3 - 1965

PROJECT REPORT NO. FOR FILING

FORM PR 3-2 (REV. -64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

7-13-65

STATE: Oregon

COUNTY: Lane

PROJECT NO.: FRFO-101(2)

FRFD ~~-~~ 101(2)

655

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 58 Salt Cr. Tunnel W. 17.9 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING			
PRELIMINARY ENGINEERING		2-17-65	17.890
RIGHTS-OF-WAY			
CONSTRUCTION	Initial Const.	12-22-64 2-17-65	17.890
OTHER *(Specify)*			

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,064,905.00	$ 2,064,905.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Kleiber

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer 7-12-65

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8908-P64

Oregon State Highway Department

Federal-Aid
Project No. ERFO-101(2)

OAKRIDGE-SALT CREEK TUNNEL SECTION OF THE

WILLAMETTE HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 4, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code 6201
Roadway (MP 37.24 to MP 55.13)(Contract No. 6553)

Moving Costs	All Required		$ 75,000.00
Blade Grader	2,400 hour	$ 15.00	36,000.00
Tractor (185 H.P.), Dozer	2,700 hour	25.00	67,500.00
Tractor (185 H.P.), Dozer and Winch	500 hour	27.00	13,500.00
Tractor (75 H.P.), Dozer	160 hour	20.00	3,200.00
Power Shovel, 2-1/2 C.Y. Comb.	300 hour	34.00	10,200.00
Power Shovel, 3/4 C.Y. Comb.	50 hour	25.00	1,250.00
Crane, Truck-Mounted, Dragline	80 hour	25.00	2,000.00
Trucks, Dump, 6 C.Y.	350 hour	13.00	4,550.00
Trucks, Dump, 10 C.Y.	500 hour	13.00	6,500.00
Trucks, Dump, 20 C.Y.	4,000 hour	25.00	100,000.00
Trucks, Flatbed, 1-1/2 Ton	200 hour	10.00	2,000.00
Trucks, Pickup, 3/4 Ton (without Operator)	2,400 hour	2.00	4,800.00
Trucks, Sprinkler, 4,500 Gals. with Pump	250 hour	15.00	3,750.00
Loader, Wheel Type, 3/8 C.Y. Comb.	300 hour	14.00	4,200.00
Loader, Wheel Type, 1 C.Y.	330 hour	14.00	4,620.00
Loader, 4-Wheel Drive, 4 C.Y.	700 hour	30.00	21,000.00
Loader, Crawler, 2 C.Y.	40 hour	30.00	1,200.00
Roller, Vibratory with Power	100 hour	32.00	3,200.00
Roller, Grid with Power	400 hour	29.00	11,600.00
Tamper, Gasoline Engine (Hand Operated)	50 hour	10.00	500.00
Pump, Portable, 3-4 inch	100 hour	5.00	500.00
Saw, Portable Chain, Minimum 36" Bar	160 hour	15.00	2,400.00
Wagon Drill, 3-1/2 inch Rubber Tired with Comp.	50 hour	26.00	1,300.00
Explosives	1,000 lb.	0.60	600.00
Foreman	2,400 hour	6.75	16,200.00
Laborers	10,000 hour	4.75	47,500.00
Watering	3,000 M-gal.	3.00	9,000.00
3/4" - 0 Material in Base	16,500 ton	1.75	28,875.00
Stone Base	120,000 ton	1.65	198,000.00
3/4" - 0 Aggregate in Prime Coat	900 cu.yd.	3.00	2,700.00
RC-250 Asphalt in Prime Coat	450 ton	50.00	22,500.00

RS-1 Asphalt in Tack Coat	11 ton	$ 70.00	$ 770.00
Class "B" Asphalt Concrete Mixture	27,000 ton	4.90	132,300.00
Asphalt Cement in Mixture	1,490 ton	33.70	50,213.00
Loose Riprap	190,000 cu.yd.	2.45	465,500.00
Furnish 18-inch Metal Culvert Pipe, Type "A" Coating	1,100 lin.ft.	2.80	3,080.00
Furnish 24-inch Metal Culvert Pipe, Type "A" Coating	670 lin.ft.	3.90	2,613.00
Furnish 30-inch Metal Culvert Pipe, Type "A" Coating	500 lin.ft.	5.75	2,875.00
Furnish 36-inch Metal Culvert Pipe, Type "A" Coating	300 lin.ft.	6.60	1,980.00
Furnish 42-inch Metal Culvert Pipe, Type "A" Coating	60 lin.ft.	10.50	630.00
Furnish 60-inch Metal Culvert Pipe, Type "A" Coating	300 lin.ft.	19.50	5,850.00
Furnish 72-inch Metal Culvert Pipe, Type "A" Coating	140 lin.ft.	24.00	3,360.00
Furnish 8-inch Perf. Metal Drain Pipe	750 lin.ft.	1.50	1,125.00
Special Backfill in Drains	700 cu.yd.	6.00	4,200.00
Guard Rail	25,000 lin.ft.	2.35	58,750.00
Rail End Pieces	50 only	6.00	300.00
Remove Existing Bridge	All Required		1,000.00
			$1,440,691.00
Flagging (57% of Contractor's Cost)	All Required		$ 8,000.00
Striping	All Required		1,000.00
Seeding and Mulching	All Required		2,000.00
			$ 11,000.00
	Subtotal		$1,451,691.00
	10% Engr. & Cont.		145,169.00
			$1,596,860.00
Salvage Value of Old Bridge	35 ton	20.00	$ (700.00)
			$1,596,160.00

Type Code X080
Eagle Creek Bridge (#3995A) (Sta. 15+80 to Sta. 16+30) (Contract No. 6559)

Remove Old Bridge	All Required		$ 2,000.00
Shoring, Cribbing, etc.	All Required		4,000.00
Structural Excavation	500 cu.yd.	$ 10.00	5,000.00
Structural Excavation Below Elevation Shown	50 cu.yd.	10.00	500.00
Class "A" Concrete (193 C.Y.)	All Required		11,580.00

3'x50' to 55' Prestressed Concrete Slab	12 only	$866.00	$ 10,392.00
Metal Reinforcement (33,000 lb.)	All Required		4,000.00
			$ 37,472.00

Type Code X031
Lower Salt Cr. Bridge (#1519A) (Sta. 2449+14 to Sta. 2451+44) (Contract No. 6567)

Remove Old Bridge	All Required		$ 6,900.00
Shoring, Cribbing, etc.	All Required		5,000.00
Structural Excavation	600 cu.yd.	$ 10.00	6,000.00
Structural Excavation Below Elevation Shown	60 cu.yd.	10.00	600.00
Class "A" Concrete (555 C.Y.)	All Required		39,220.00
Metal Reinforcement (118,500 lb.)	All Required		15,000.00
Structural Steel (27,800 lb. Carbon) (251,600 lb. Low Alloy)	All Required		78,594.00
Metal Parapet Railing, Single Pipe	461 lin.ft.	6.50	2,996.50
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	25 lin.ft.	5.00	125.00
			$ 154,435.50

Type Code X031
Upper Salt Cr. Br. (#2071A) (Sta. 2196+66 to Sta. 2200+32) (Contract No. 6566)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	450 cu.yd.	$ 10.00	4,500.00
Structural Excavation Below Elevation Shown	50 cu.yd.	10.00	500.00
Furnish 10 BP 42 Steel Piling	1,570 lin.ft.	5.00	7,850.00
Drive Steel Piles	86 only	50.00	4,300.00
Splice Steel Piles	20 only	35.00	700.00
Class "A" Concrete (1,165 C.Y.)	All Required		81,000.00
Metal Reinforcement (219,400 lb.)	All Required		30,158.00
Structural Steel (48,600 lb. carbon) (304,300 lb. low alloy)	All Required		93,975.00
Metal Parapet Railing, Single Pipe	740 lin.ft.	6.50	4,810.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	50 lin.ft.	5.00	250.00
			$ 233,043.00
	Subtotal		$ 424,950.50
	10% Engr. & Cont.		42,494.50
			$ 467,445.00
Salvage Value of Old Bridge	35 ton	20.00	$ (700.00)
			$ 466,745.00

Length of Roadway - - - - - - - - 17.768 Miles (Intermittent Sections)
Length of Structures (3)- - - - 0.122 Mile
Total Length- - - - - - - - - - - 17.890 Miles

SUMMARY OF FUNDS

	Total Cost	Federal Funds
Preliminary Engrg.	$ 2,000.00	$ 2,000.00
Roadway	1,596,160.00	1,596,160.00
Structure	466,745.00	466,745.00
	$2,064,905.00	$2,064,905.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 20-1476
20-1014
20-1015
20-1017
20-1016

OAKRIDGE-SALT CREEK TUNNEL SECTION

PROJECT NO. ERFO-101(2)

CONTRACT NO. 6553

State Work Nonfederal Aid

ROCK PRODUCTION

1/2" - 1/4"	Material in Stockpile	2,500 cu.yds.	$3.00	$ 7,500.00
1/4" - #10	Material in Stockpile	1,500 cu.yds.	3.00	4,500.00
1/2" - 0	Material in Stockpile	4,000 cu.yds.	3.00	12,000.00
1/4" - 0	Material in Stockpile	6,000 cu.yds.	3.00	18,000.00
				$42,000.00

Oregon State Highway Department

Federal-Aid
Project No. ERFO-101(2)

OAKRIDGE-SALT CREEK TUNNEL SECTION OF THE

WILLAMETTE HIGHWAY IN LANE COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 23, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code 6201
Roadway (MP 37.24 to MP 55.13)(Contract No. 6553)

Moving Costs	All Required		$ 75,000.00
Blade Grader	2,400 hour	$15.00	36,000.00
Tractor (185 HP), Dozer	2,700 hour	25.00	67,500.00
Tractor (185 HP), Dozer and Winch	500 hour	27.00	13,500.00
Tractor (75 HP), Dozer	160 hour	20.00	3,200.00
Power Shovel, 2½ C.Y. Comb.	300 hour	34.00	10,200.00
Power Shovel, 3/4 C.Y. Comb.	50 hour	25.00	1,250.00
Crane, Truck-Mounted, Dragline	80 hour	25.00	2,000.00
Trucks, Dump, 6 C.Y.	350 hour	13.00	4,550.00
Trucks, Dump, 10 C.Y.	500 hour	13.00	6,500.00
Trucks, Dump, 20 C.Y.	4,000 hour	25.00	100,000.00
Trucks, Flatbed, 1½ Ton	200 hour	10.00	2,000.00
Trucks, Pickup, 3/4 Ton (without Operator)	2,400 hour	2.00	4,800.00
Trucks, Sprinkler, 4,500 Gals. with Pump	250 hour	15.00	3,750.00
Loader, Wheel Type, 3/8 C.Y. Comb.	300 hour	14.00	4,200.00
Loader, Wheel Type, 1 C.Y.	330 hour	14.00	4,620.00
Loader, 4 Wheel Drive, 4 C.Y.	700 hour	30.00	21,000.00
Loader, Crawler, 2 C.Y.	40 hour	30.00	1,200.00
Roller, Vibratory with Power	100 hour	32.00	3,200.00
Roller, Grid with Power	400 hour	29.00	11,600.00
Tamper, Gasoline Engine (Hand Operated)	50 hour	10.00	500.00
Pump, Portable, 3-4 inch	100 hour	5.00	500.00
Saw, Portable Chain, Minimum 36" Bar	160 hour	15.00	2,400.00
Wagon Drill, 3½-inch Rubber Tired with Comp.	50 hour	26.00	1,300.00
Explosives	1,000 lb.	0.60	600.00
Foreman	2,400 hour	6.75	16,200.00
Laborers	10,000 hour	4.75	47,500.00
Watering	3,000 M-gal.	3.00	9,000.00
3/4" - 0 Material in Base	16,500 ton	1.75	28,875.00
Stone Base	120,000 ton	1.65	198,000.00
3/4" - 0 Aggregate in Prime Coat	900 cu.yd.	3.00	2,700.00
MC-250 Asphalt in Prime Coat	450 ton	50.00	22,500.00
RS-1 Asphalt in Tack Coat	11 ton	70.00	770.00
Class "B" Asphalt Concrete Mixture	27,000 ton	4.90	132,300.00

Asphalt Cement in Mixture	1,490 ton	$33.70	$ 50,213.00
Loose Riprap	190,000 cu.yd.	2.45	465,500.00
Furnish 18-inch Metal Culvert Pipe, Type "A" Coating	1,100 lin.ft.	2.80	3,080.00
Furnish 24-inch Metal Culvert Pipe, Type "A" Coating	670 lin.ft.	3.90	2,613.00
Furnish 30-inch Metal Culvert Pipe, Type "A" Coating	500 lin.ft.	5.75	2,875.00
Furnish 36-inch Metal Culvert Pipe, Type "A" Coating	300 lin.ft.	6.60	1,980.00
Furnish 42-inch Metal Culvert Pipe, Type "A" Coating	60 lin.ft.	10.50	630.00
Furnish 60-inch Metal Culvert Pipe, Type "A" Coating	300 lin.ft.	19.50	5,850.00
Furnish 72-inch Metal Culvert Pipe, Type "A" Coating	140 lin.ft.	24.00	3,360.00
Furnish 8-inch Perf. Metal Drain Pipe	750 lin.ft.	1.50	1,125.00
Special Backfill in Drains	700 cu.yd.	6.00	4,200.00
Guard Rail	25,000 lin.ft.	2.35	58,750.00
Rail End Pieces	50 only	6.00	300.00
Remove Existing Bridge	All Required		1,000.00
			$1,440,691.00
Flagging (57½ of Contractor's Cost)	All Required		$ 8,000.00
Striping	All Required		1,000.00
Seeding and Mulching	All Required		2,000.00
			$ 11,000.00
	Subtotal		$1,451,691.00
	10% Engr. & Cont.		145,169.00
	Total		$1,596,860.00
Salvage Value of Old Bridge	35 ton	$ 20.00	$ (700.00)
	Total		$1,596,160.00

Type Code X030
Eagle Creek Bridge (#3995A)(Sta. 15+80 to Sta. 16+30)

Remove Old Bridge	All Required		$ 3,000.00
Shoring, Cribbing, etc.	All Required		6,000.00
Structural Excavation	500 cu.yd.	$ 10.00	5,000.00
Structural Excavation Below Elevation Shown	50 cu.yd.	20.00	1,000.00
Class "A" Concrete (193 C.Y. @ $100.00)	All Required		19,300.00
3'x50' to 55' Prestressed Concrete Slab	12 only	900.00	10,800.00
Metal Reinforcement (33,000 Lb. @ $0.14)	All Required		4,620.00
			$ 49,720.00

Type Code X031
Lower Salt Cr. Bridge (#1519A)(Sta. 2449+14 to Sta. 2451+44)

Remove Old Bridge	All Required		$ 6,000.00
Shoring, Cribbing, etc.	All Required		10,000.00
Structural Excavation	600 cu.yd.	$ 8.00	4,800.00
Structural Excavation Below Elevation Shown	60 cu.yd.	8.00	480.00
Class "A" Concrete (555 C.Y. @ $90.00)	All Required		49,950.00
Metal Reinforcement (118,500 lb. @ $0.13)	All Required		15,405.00
Structural Steel (27,800 lb. Carbon @ $0.33) (251,600 lb. Low Alloy @ $0.34)	All Required		94,440.00
Metal Parapet Railing, Single Pipe	461 lin.ft.	8.00	3,688.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	25 lin.ft.	5.00	125.00
			$ 184,888.00

Type Code X031
Upper Salt Cr. Br. (#2071A)(Sta. 2196+66 to Sta. 2200+32)

Shoring, Cribbing, etc.	All Required		$ 6,000.00
Structural Excavation	450 cu.yd.	$10.00	4,500.00
Structural Excavation Below Elevation Shown	50 cu.yd.	10.00	500.00
Furnish 10 BP 42 Steel Piling	1,570 lin.ft.	5.00	7,850.00
Drive Steel Piles	86 only	65.00	5,590.00
Splice Steel Piles	20 only	40.00	800.00
Class "A" Concrete (1,165 C.Y. @ $90.00)	All Required		104,850.00
Metal Reinforcement (219,400 lb. @ $0.13)	All Required		28,522.00
Structural Steel (48,600 lb. Carbon @ $0.32) (304,300 lb. Low Alloy @ $0.34)	All Required		119,014.00
Metal Parapet Railing, Single Pipe	740 lin.ft.	7.50	5,550.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	50 lin.ft.	5.00	250.00
			$ 283,426.00
	Subtotal		$ 518,064.00
	10% Engr. & Cont.		51,806.00
	Total		$ 569,870.00
Salvage Value of Old Bridge	35 ton	$20.00	(700.00)
			$ 569,170.00

Length of Roadway - - - - - - - 17.768 Miles (Intermittent Sections)
Length of Structures (3)- - - 0.122 Mile
Total - - - - - - - - - - - - - 17.890 Miles

SUMMARY OF FUNDS

	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 100.00	$ 1,900.00
Roadway	1,596,160.00	98,900.00	1,497,260.00
Structure	569,170.00	28,500.00	540,670.00
	$2,167,330.00	$127,500.00	$2,039,830.00

OAKRIDGE-SALT CREEK TUNNEL SECTION

PROJECT NO. ERFO-101(2)

State Work Non-Federal Aid

ROCK PRODUCTION

1/2" - 1/4"	Material in Stockpile	2,500 Cu.Yds.	$3.00	$ 7,500.00
1/4" - #10	Material in Stockpile	1,500 Cu.Yds.	3.00	4,500.00
1/2" - 0	Material in Stockpile	4,000 Cu.Yds.	3.00	12,000.00
1/4" - 0	Material in Stockpile	6,000 Cu.Yds.	3.00	18,000.00
				$42,000.00

Oregon State Highway Department

Federal-Aid
Project No. ERFO-101(2)

OAKRIDGE-SALT CREEK TUNNEL SECTION OF THE

WILLAMETTE HIGHWAY IN LANE COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 18, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code 6201
Roseburg (MP 37.24 to MP 55.13)(Contract No. 6553)

Moving Costs	All Required		$ 75,000.00
Blade Grader	2,400 hour	$15.00	36,000.00
Tractor (185 HP), Dozer	2,700 hour	25.00	67,500.00
Tractor (185 HP), Dozer and Winch	500 hour	27.00	13,500.00
Tractor (75 HP), Dozer	160 hour	20.00	3,200.00
Power Shovel, 2½ C.Y. Comb.	300 hour	34.00	10,200.00
Power Shovel, 3/4 C.Y. Comb.	50 hour	25.00	1,250.00
Crane, Truck-Mounted, Dragline	80 hour	25.00	2,000.00
Trucks, Dump, 6 C.Y.	350 hour	13.00	4,550.00
Trucks, Dump, 10 C.Y.	500 hour	13.00	6,500.00
Trucks, Dump, 20 C.Y.	4,000 hour	25.00	100,000.00
Trucks, Flatbed, 1½ Ton	200 hour	10.00	2,000.00
Trucks, Pickup, 3/4 Ton (without Operator)	2,400 hour	2.00	4,800.00
Trucks, Sprinkler, 4,500 Gals. with Pump	250 hour	15.00	3,750.00
Loader, Wheel Type, 3/8 C.Y. Comb.	300 hour	14.00	4,200.00
Loader, Wheel Type, 1 C.Y.	330 hour	14.00	4,620.00
Loader, 4 Wheel Drive, 4 C.Y.	700 hour	30.00	21,000.00
Loader, Crawler, 2 C.Y.	40 hour	30.00	1,200.00
Roller, Vibratory with Power	100 hour	32.00	3,200.00
Roller, Grid with Power	400 hour	29.00	11,600.00
Tamper, Gasoline Engine (Hand Operated)	50 hour	10.00	500.00
Pump, Portable, 3-4 inch	100 hour	5.00	500.00
Saw, Portable Chain, Minimum 36" Bar	160 hour	15.00	2,400.00
Wagon Drill, 3½-inch Rubber Tired with Comp.	50 hour	26.00	1,300.00
Explosives	1,000 lb.	0.60	600.00
Foreman	2,400 hour	6.75	16,200.00
Laborers	10,000 hour	4.75	47,500.00
Watering	3,000 M-gal.	3.00	9,000.00
3/4" - 0 Material in Base	16,500 ton	1.75	28,875.00
Stone Base	120,000 ton	1.65	198,000.00
3/4" - 0 Aggregate in Prime Coat	900 cu.yd.	3.00	2,700.00
RC-250 Asphalt in Prime Coat	450 ton	50.00	22,500.00
RS-1 Asphalt in Tack Coat	11 ton	70.00	770.00
Class "B" Asphalt Concrete Mixture	27,000 ton	4.90	132,300.00

Asphalt Cement in Mixture	1,490	ton	$33.70	$ 50,213.00
Loose Riprap	190,000	cu.yd.	2.45	465,500.00
Furnish 18-inch Metal Culvert Pipe, Type "A" Coating	1,100	lin.ft.	2.80	3,080.00
Furnish 24-inch Metal Culvert Pipe, Type "A" Coating	670	lin.ft.	3.90	2,613.00
Furnish 30-inch Metal Culvert Pipe, Type "A" Coating	500	lin.ft.	5.75	2,875.00
Furnish 36-inch Metal Culvert Pipe, Type "A" Coating	300	lin.ft.	6.60	1,980.00
Furnish 42-inch Metal Culvert Pipe, Type "A" Coating	60	lin.ft.	10.50	630.00
Furnish 60-inch Metal Culvert Pipe, Type "A" Coating	300	lin.ft.	19.50	5,850.00
Furnish 72-inch Metal Culvert Pipe, Type "A" Coating	140	lin.ft.	24.00	3,360.00
Furnish 8-inch Perf. Metal Drain Pipe	750	lin.ft.	1.50	1,125.00
Special Backfill in Drains	700	cu.yd.	6.00	4,200.00
Guard Rail	25,000	lin.ft.	2.35	58,750.00
Rail End Pieces	50	only	6.00	300.00
Remove Existing Bridge	All Required			1,000.00
				$1,440,691.00
Flagging (57½ of Contractor's Cost)	All Required			$ 8,000.00
Striping	All Required			1,000.00
Seeding and Mulching	All Required			2,000.00
				$ 11,000.00
	Subtotal			$1,451,691.00
	10% Engr. & Cont.			145,169.00
	Total			$1,596,860.00
Salvage Value of Old Bridge	35	ton	$ 20.00	$ (700.00)
		Total		$1,596,160.00

Type Code X080
Eagle Creek Bridge (#3995A)(Sta. 15+80 to Sta. 16+30)

Remove Old Bridge	All Required			$ 3,000.00
Shoring, Cribbing, etc.	All Required			6,000.00
Structural Excavation	500	cu.yd.	$ 10.00	5,000.00
Structural Excavation Below Elevation Shown	50	cu.yd.	20.00	1,000.00
Class "A" Concrete (193 C.Y. @ $100.00)	All Required			19,300.00
3'x50' to 55' Prestressed Concrete Slab	12	only	900.00	10,800.00
Metal Reinforcement (33,000 lb. @ $0.14)	All Required			4,620.00
				$ 49,720.00

Type Code X031
Lower Salt Cr. Bridge (#15194)(Sta. 2449+14 to Sta. 2451+44)

Remove Old Bridge	All Required		$ 6,000.00
Shoring, Cribbing, etc.	All Required		10,000.00
Structural Excavation	600 cu.yd.	$ 8.00	4,800.00
Structural Excavation Below Elevation Shown	60 cu.yd.	8.00	480.00
Class "A" Concrete (555 C.Y. @ $90.00)	All Required		49,950.00
Metal Reinforcement (118,500 Lb. @ $0.13)	All Required		15,405.00
Structural Steel (27,800 Lb. Carbon @ $0.33) (251,600 Lb. Low Alloy @ $0.34)	All Required		94,440.00
Metal Parapet Railing, Single Pipe	461 lin.ft.	8.00	3,688.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	25 lin.ft.	5.00	125.00
			$ 184,888.00

Type Code X031
Upper Salt Cr. Br. (#20714)(Sta. 2196+66 to Sta. 2200+32)

Shoring, Cribbing, etc.	All Required		$ 6,000.00
Structural Excavation	450 cu.yd.	$10.00	4,500.00
Structural Excavation Below Elevation Shown	50 cu.yd.	10.00	500.00
Furnish 10 BP 42 Steel Piling	1,570 lin.ft.	5.00	7,850.00
Drive Steel Piles	86 only	65.00	5,590.00
Splice Steel Piles	20 only	40.00	800.00
Class "A" Concrete (1,165 C.Y. @ $90.00)	All Required		104,850.00
Metal Reinforcement (219,400 Lb. @ $0.13)	All Required		28,522.00
Structural Steel (48,600 Lb. Carbon @ $0.32) (304,300 Lb. Low Alloy @ $0.34)	All Required		119,014.00
Metal Parapet Railing, Single Pipe	740 lin.ft.	7.50	5,550.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	50 lin.ft.	5.00	250.00
			$ 283,426.00
	Subtotal		$ 518,064.00
	10% Engr. & Cont.		51,806.00
	Total		$ 569,870.00

Length of Roadway - - - - - - 17.768 Miles (Intermittent Sections)
Length of Structures (3)- - - 0.122 Mile
Total Length- - - - - - - - - 17.890 Miles

SUMMARY OF FUNDS

	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 100.00	$ 1,900.00
Roadway	1,596,160.00	98,900.00	1,497,260.00
Structure	569,870.00	28,400.00	541,470.00
	$2,168,030.00	$127,400.00	$2,040,630.00

OAKRIDGE-SALT CREEK TUNNEL SECTION

PROJECT NO. NRFO-101(2)

State Work Non-Federal Aid

ROCK PRODUCTION

1/2" - 1/4"	Material in Stockpile	2,500 Cu.Yds.	$3.00	$ 7,500.00
1/4" - #10	Material in Stockpile	1,500 Cu.Yds.	3.00	4,500.00
1/2" - 0	Material in Stockpile	4,000 Cu.Yds.	3.00	12,000.00
1/4" - 0	Material in Stockpile	6,000 Cu.Yds.	3.00	18,000.00
				$42,000.00

Oregon State Highway Department

Federal-Aid
Project No. ERFO-101(2)

OAKRIDGE-SALT CREEK TUNNEL SECTION OF THE

WILLAMETTE HIGHWAY IN LANE COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 15, 1965

Type Code P.E. Preliminary Engineering	All Required		$ 2,000.00
Type Code 6201 Roadway (MP 37.24 to MP 55.13)(Contract No. 6553)			
Moving Costs	All Required		$ 75,000.00
Blade Grader	2,400 hour	$ 15.00	36,000.00
Tractor (185 H.P.), Dozer	2,700 hour	25.00	67,500.00
Tractor (185 H.P.), Dozer and Winch	500 hour	27.00	13,500.00
Tractor (75 H.P.), Dozer	160 hour	20.00	3,200.00
Power Shovel, 2½ C.Y., Comb.	300 hour	34.00	10,200.00
Power Shovel, 3/4 C.Y., Comb.	50 hour	25.00	1,250.00
Crane, Truck-Mounted, Dragline	80 hour	25.00	2,000.00
Trucks, Dump, 6 C.Y.	350 hour	13.00	4,550.00
Trucks, Dump, 10 C.Y.	500 hour	13.00	6,500.00
Trucks, Dump, 20 C.Y.	4,000 hour	25.00	100,000.00
Trucks, Flatbed, 1½ Ton	200 hour	10.00	2,000.00
Trucks, Pickup, 3/4 Ton (without Operator)	2,400 hour	2.00	4,800.00
Trucks, Sprinkler, 4,500 Gals. with Pump	250 hour	15.00	3,750.00
Loader, Wheel Type, 3/8 C.Y., Comb.	300 hour	14.00	4,200.00
Loader, Wheel Type, 1 C.Y.	330 hour	14.00	4,620.00
Loader, 4 Wheel Drive, 4 C.Y.	700 hour	30.00	21,000.00
Loader, Crawler, 2 C.Y.	40 hour	30.00	1,200.00
Roller, Vibratory with Power	100 hour	32.00	3,200.00
Roller, Grid with Power	400 hour	29.00	11,600.00
Tamper, Gasoline Engine (Hand Operated)	50 hour	10.00	500.00
Pump, Portable, 3-4 inch	100 hour	5.00	500.00
Saw, Portable Chain, Minimum 36" Bar	160 hour	15.00	2,400.00
Wagon Drill, 3½-inch Rubber Tired with Comp.	50 hour	26.00	1,300.00
Explosives	1,000 lb.	0.60	600.00
Foremen	2,400 hour	6.75	16,200.00
Laborers	10,000 hour	4.75	47,500.00
Watering	3,000 M-gal.	3.00	9,000.00
3/4" - 0 Material in Base	16,500 ton	1.75	28,875.00
Stone Base	120,000 ton	1.65	198,000.00
3/4" - 0 Aggregate in Prime Coat	900 cu.yd.	3.00	2,700.00
MC-250 Asphalt in Prime Coat	450 ton	50.00	22,500.00
RS-1 Asphalt in Tack Coat	11 ton	70.00	770.00

Class "B" Asphalt Concrete Mixture	27,000 ton	$ 4.90	$ 132,300.00
Asphalt Cement in Mixture	1,490 ton	33.70	50,213.00
Loose Riprap	190,000 cu.yd.	2.45	465,500.00
Furnish 18-inch Metal Culvert Pipe, Type "A" Coating	1,100 lin.ft.	2.80	3,080.00
Furnish 24-inch Metal Culvert Pipe, Type "A" Coating	670 lin.ft.	3.90	2,613.00
Furnish 30-inch Metal Culvert Pipe, Type "A" Coating	500 lin.ft.	5.75	2,875.00
Furnish 36-inch Metal Culvert Pipe, Type "A" Coating	300 lin.ft.	6.60	1,980.00
Furnish 42-inch Metal Culvert Pipe, Type "A" Coating	60 lin.ft.	10.50	630.00
Furnish 60-inch Metal Culvert Pipe, Type "A" Coating	300 lin.ft.	19.50	5,850.00
Furnish 72-inch Metal Culvert Pipe, Type "A" Coating	140 lin.ft.	24.00	3,360.00
Furnish 8-inch Perf. Metal Drain Pipe	750 lin.ft.	1.50	1,125.00
Special Backfill in Drains	700 cu.yd.	6.00	4,200.00
Guard Rail	25,000 lin.ft.	2.35	58,750.00
Rail End Pieces	50 only	6.00	300.00
Remove Existing Bridge	All Required		1,000.00
			$1,440,691.00
Flagging (57% of Contractor's Cost)	All Required		$ 8,000.00
Striping	All Required		1,000.00
Seeding and Mulching	All Required		2,000.00
			$ 11,000.00
	Subtotal		$1,451,691.00
	10% Engr. & Cont.		145,169.00
			$1,596,860.00
Salvage Value of Old Bridge	35 ton	20.00	(700.00)
	Total		$1,596,160.00

Type Code: K080
Eagle Creek Bridge (#3995A)(Sta. 15+80 to Sta. 16+30)

Remove Old Bridge	All Required		$ 3,000.00
Shoring, Cribbing, etc.	All Required		6,000.00
Structural Excavation	500 cu.yd.	$ 10.00	5,000.00
Structural Excavation Below Elevation Shown	50 cu.yd.	20.00	1,000.00
Class "A" Concrete (193 C.Y. @ $100.00)	All Required		19,300.00
3'x50' to 55' Prestressed Concrete Slab	12 only	900.00	10,800.00
Metal Reinforcement (33,000 Lb. @ $0.14)	All Required		4,620.00

Subtotal	$ 49,720.00
10% Engr. & Cont.	4,972.00
Total	$ 54,692.00

Length of Project - - - - - - - - 17.881 Miles (Intermittent Sections)
Length of Structure - - - - - - - 0.009 Mile
Total Length- - - - - - - - - - - 17,890 Miles

SUMMARY OF FUNDS

	Total Cost	Federal Funds
Preliminary Engineering	$ 2,000.00	$ 100.00
Roadway	1,596,160.00	89,900.00
Structure	54,692.00	3,000.00
	$1,652,852.00	$93,000.00

Work Retained in Program Status

	Total Cost	Federal Funds
Two ~~Three~~ Structures	$610,489.00	$34,500.00

OAKRIDGE-SALT CREEK TUNNEL SECTION

PROJECT NO. ERFO-101(2)

State Work Non-Federal Aid

Rock Production

1/2" - 1/4"	Material in Stockpile	2,500 Cu.Yds.	$3.00	$ 7,500.00
1/4" - #10	Material in Stockpile	1,500 Cu.Yds.	3.00	4,500.00
1/2" - 0	Material in Stockpile	4,000 Cu.Yds.	3.00	12,000.00
1/4" - 0	Material in Stockpile	6,000 Cu.Yds.	3.00	18,000.00
				$42,000.00

EAGLE CR. BRIDGE

OAKRIDGE-SALT CR. TUNNEL SEC.

Prestressed Slab Quantities

3'x50' to 55' Prestressed Slabs

Class "AA" Concrete	6.8 Cu.Yds.	$60.00	$408.00
Metal Reinforcement	410 Lbs.	0.12	49.20
Prestress Wire	638 Lbs.	0.50	319.00
Overhead			100.00
			$876.20
		USE	$900.00

Oregon State Highway Department

Federal-Aid
Project No. NRFO-101(2)

OAKRIDGE-SALT CREEK TUNNEL SECTION OF THE

WILLAMETTE HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 16, 1965

Type Code P.E.

Preliminary Engineering			$ 2,000.00

Type Code 6201
Roadway (MP 37.24 to MP 55.13)

Moving Cost	All Required ~~(95%)~~		$ 35,000.00
Blade Grader	2,400 hours	$20.00	48,000.00
Tractor (185 HP), Dozer	2,700 hours	25.00	67,500.00
Tractor (185 HP), Dozer and Winch	500 hours	30.00	15,000.00
Tractor (75 HP), Dozer	160 hours	20.00	3,200.00
Power Shovel, 2½ Cu.Yd. Combination	300 hours	36.00	10,800.00
Power Shovel, 3/4 Cu.Yd. Combination	50 hours	25.00	1,250.00
Crane, Truck Mounted, Dragline	80 hours	42.00	3,360.00
Trucks, Dump, 6 Cu.Yd.	350 hours	13.00	4,550.00
Trucks, Dump, 10 Cu.Yd.	500 hours	18.50	9,250.00
Trucks, Dump, 20 Cu.Yd.	4,000 hours	36.00	144,000.00
Trucks, Flatbed, 1½ Ton	200 hours	8.00	1,600.00
Trucks, Pickup, 3/4 Ton	2,400 hours	2.25	5,400.00
Trucks, Sprinkler 4,500 Gal., with Pump	250 hours	18.00	4,500.00
Loader, Wheel Type, 3/8 Cu.Yd. Combination	300 hours	13.00	3,900.00
Loader, Wheel Type, 1 Cu.Yd.	330 hours	16.00	5,280.00
Loader, 4 Wheel Drive, 4 Cu.Yd.	700 hours	25.00	17,500.00
Loader, Crawler, 2 Cu.Yd.	40 hours	27.50	1,100.00
Roller, Vibratory, with Power	100 hours	17.50	1,750.00
Roller, Grid, with Power	400 hours	15.00	6,000.00
Tamper, Gasoline Engine, Hand Operated	50 hours	9.50	475.00
Pump, Portable, 3-4 inch	100 hours	2.50	250.00
Saw, Portable Chain, Minimum 36-inch Bar	160 hours	7.50	1,200.00
Wagon Drill, 3½-inch Rubber Tired with Compressor	50 hours	27.50	1,375.00
Explosives	1,000 lbs.	0.75	750.00
Foreman	2,400 hours	6.00	14,400.00
Laborers	10,000 hours	5.00	50,000.00
Watering	3,000 M-gals.	2.50	7,500.00
3/4" - 0 Material in Base	16,500 tons	1.85	30,525.00
Stone Base	120,000 tons	1.75	210,000.00
3/4" - 0 Aggregate in Prime Coat	900 cu.yds.	4.50	4,050.00

RC-250 Asphalt in Prime Coat	450 tons	$50.00	$ 22,500.00
RS-1 Asphalt in Tack Coat	11 tons	75.00	825.00
Class "B" Asphalt Concrete Mixture	27,000 tons	5.00	135,000.00
Asphalt Cement in Mixture	1,490 tons	35.00	52,150.00
Loose Riprap	190,000 cu.yds.	3.50	665,000.00
Furnish 18-inch Metal Culvert Pipe, Type "A" Coating	1,100 lin.ft.	5.00	5,500.00
Furnish 24-inch Metal Culvert Pipe, Type "A" Coating	670 lin.ft.	8.00	5,360.00
Furnish 30-inch Metal Culvert Pipe, Type "A" Coating	500 lin.ft.	11.00	5,500.00
Furnish 36-inch Metal Culvert Pipe, Type "A" Coating	300 lin.ft.	15.00	4,500.00
Furnish 42-inch Metal Culvert Pipe, Type "A" Coating	60 lin.ft.	18.50	1,110.00
Furnish 60-inch Metal Culvert Pipe, Type "A" Coating	300 lin.ft.	35.00	10,500.00
Furnish 72-inch Metal Culvert Pipe, Type "A" Coating	140 lin.ft.	42.00	5,880.00
Furnish 8-inch Perforated Metal Drain Pipe	750 lin.ft.	2.50	1,875.00
Special Backfill in Drains	700 cu.yds.	7.50	5,250.00
Guard Rail	25,000 lin.ft.	2.75	68,750.00
Rail End Pieces	50 only	2.50	125.00
Remove Existing Bridge	All Required		4,000.00
			$1,703,290.00
Flagging (57% of Contractor's Cost)	All Required		$ 8,000.00
Striping	All Required		1,000.00
			$ 9,000.00
	Subtotal		$1,712,290.00
	10% Engr. & Cont.		171,229.00
			$1,883,519.00
Salvage Value of Old Bridge	35 tons	$20.00	$ (700.00)
		Total	$1,882,819.00

Length of Project - - - - - 17.89 Miles (Intermittent Sections)

SUMMARY OF FUNDS

Type of Work	Total Cost	Federal Funds
Preliminary Engineering	$ 2,000.00	$ 2,000.00
Roadway	1,882,819.00	1,882,819.00
Total	$1,884,819.00	$1,884,819.00

Work Retained in Program Status

Description of Work	Total Cost	Federal Funds
Three Structures	$665,181.00	$665,181.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

OAKRIDGE-SALT CREEK TUNNEL SECTION

PROJECT NO. ERFC-101(2)

State Work Non-Federal Aid

1/2" - 1/4"	Material in Stockpile	2,500 Cu.Yds.	$3.50	$ 8,750.00
1/4" - #10	Material in Stockpile	1,500 Cu.Yds.	3.50	5,250.00
1/2" - 0	Material in Stockpile	4,000 Cu.Yds.	3.50	14,000.00
1/4" - 0	Material in Stockpile	6,000 Cu.Yds.	3.50	21,000.00
			Total	$49,000.00

Oregon State Highway Department

Federal Aid
Project No. ERFO-101(2)

OAKRIDGE-SALT CREEK TUNNEL SECTION OF THE

WILLAMETTE HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 19, 1965

Type Code P.E.

Preliminary Engineering				$ 2,000.00

Type Code 6201
Roadway (M.P. 37.24 to M.P. 55.13)

Moving Cost	All Required ~~(95%)~~			$ 35,000.00
Blade Grader	2,400 hrs.	$	20.00	48,000.00
Tractor (185 H.P.) Dozer	2,700 hrs.		25.00	67,500.00
Tractor (185 H.P.) Dozer and Winch	500 hrs.		30.00	15,000.00
Tractor (75 H.P.) Dozer	160 hrs.		20.00	3,200.00
Power Shovel, 2½ cu.yds. combination	300 hrs.		36.00	10,800.00
Power Shovel, 3/4 cu.yds. combination	50 hrs.		25.00	1,250.00
Crane, Truck-mounted, dragline	80 hrs.		42.00	3,360.00
Trucks, Dump, 6 cu.yd.	350 hrs.		13.00	4,550.00
Trucks, Dump, 10 cu.yd.	500 hrs.		18.50	9,250.00
Trucks, Dump, 20 cu.yd.	4,000 hrs.		36.00	144,000.00
Trucks, Flatbed, 1½ ton	200 hrs.		8.00	1,600.00
Trucks, Pickup 3/4 ton	2,400 hrs.		2.25	5,400.00
Trucks, Sprinkler, 4,500 gal. w/pump	250 hrs.		18.00	4,500.00
Loader, wheel type, 3/8 cu.yd. combination	300 hrs.		13.00	3,900.00
Loader, wheel type, 1 cu. yd. combination	330 hrs.		16.00	5,280.00
Loader, 4 wheel drive, 4 cu.yd.	700 hrs.		25.00	17,500.00
Loder Crawler, 2 cu.yd.	40 hrs.		27.50	1,100.00
Roller, Vibratory w/power	100 hrs.		17.50	1,750.00

Roller, Grid, w/power	400 hrs.	$ 15.00	$ 6,000.00
Tamper, Gasoline Engine, hand operated	50 hrs.	9.50	475.00
Pump, portable 3 to 4 inch.	100 hrs.	2.50	250.00
Saw, portable chain, min. 36-inch bar	160 hrs.	7.50	1,200.00
Wagon drill, 3½-inch Rubbertired with compressor	50 hrs.	27.50	1,375.00
Explosives	1,000 lbs.	0.75	750.00
Foreman	2,400 hrs.	6.00	14,400.00
Laborers	10,000 hrs.	5.00	50,000.00
Watering	3,000 M-gal.	2.50	7,500.00
3/4"-0 Material in Base	16,500 tons	1.85	30,525.00
Stone Base	120,000 tons	1.75	210,000.00
3/4"-0 Aggregate in Prime Coat	900 cu.yds.	4.50	4,050.00
MC-250 Asphalt in Prime Coat	450 tons	50.00	22,500.00
RS-1 Asphalt in Tack Coat	11 tons	75.00	825.00
Class "B" Asphalt Concrete Mixture	27,000 tons	5.00	135,000.00
Asphalt Cement in Mixture	1,490 tons	35.00	52,150.00
Loose Riprap	190,000 cu.yds.	3.50	665,000.00
Furnish 18-inch Metal Culvert Pipe, Type "A" Coating	1,100 lin.ft.	5.00	5,500.00
Furnish 24-inch Metal Culvert Pipe, Type "A" Coating	670 lin.ft.	8.00	5,360.00
Furnish 30-inch Metal Culvert Pipe, Type "A" Coating	500 lin.ft.	11.00	5,500.00
Furnish 36-inch Metal Culvert Pipe, Type "A" Coating	300 lin.ft.	15.00	4,500.00
Furnish 42-inch Metal Culvert Pipe, Type "A" Coating	60 lin.ft.	18.50	1,110.00
Furnish 60-inch Metal Culvert Pipe, Type "A" Coating	300 lin.ft.	35.00	10,500.00
Furnish 72-inch Metal Culvert Pipe, Type "A" Coating	140 lin.ft.	42.00	5,880.00
Furnish 8-inch Perf. Metal Drain Pipe	750 lin.ft.	2.50	1,875.00
Special Backfill in Drains	700 cu.yds.	7.50	5,250.00
Guard Rail	25,000 lin.ft.	2.75	68,750.00

Nail End Pieces	50 only	$ 2.50	$ 125.00
Remove Existing Bridge	All Required		4,000.00
			$1,703,290.00
Flagging (57½% of Contractor's Cost)	All Required		$ 8,000.00
Striping	All Required		1,000.00
Seeding and Mulching			2,000.00
			$ 11,000.00
	Subtotal		$1,714,290.00
	10% Engr. & Cont.		171,429.00
			$1,885,719.00
Salvage value of old bridge	35 tons	$ 20.00	$ (700.00)
		Total	$1,885,019.00

Length of project - - - - - -17.89 miles (Intermittent Sections)

SUMMARY OF FUNDS

	Total Cost	Federal Funds
Preliminary Engineering	$ 2,000.00	$ 2,000.00
Roadway	1,885,019.00	1,885,019.00
Total	$1,887,019.00	$1,887,019.00

WORK RETAINED IN PROGRAM STATUS

	Total Cost	Federal Funds
Three structures	$ 665,181.00	$ 665,181.00

State funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State funds for Maint.: Chap. 529, laws 1939.

OAKRIDGE-SALT CREEK TUNNEL SECTION

PROJECT NO. NHPO-101(2)

State work non-Federal aid

Rock Production

1/2-1/4 Material in stockpile	2,500 cu.yd.	$3.50	$ 8,750.00
	1,500 cu.yd.	3.50	5,250.00
	4,000 cu.yd.	3.50	14,000.00
	6,000 cu.yd.	3.50	21,000.00
			$49,000.00

OAKRIDGE-SALT CREEK TUNNEL SECTION

PROJECT NO. ERFO-101(2)

State work non-Federal aid

Rock Production

1/2-1/4 Material in stockpile	2,500 cu.yd.	$3.50	$ 8,750.00
	1,500 cu.yd.	3.50	5,250.00
	4,000 cu.yd.	3.50	14,000.00
	6,000 cu.yd.	3.50	21,000.00
			$49,000.00

Form E-49—3694

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Oakridge - Salt Creek Tunnel Sec.

8 A. Seeding & Fertilizing @ $75/A		$600
8 A Mulching @ $175/A		1400
	Total	$2000

Note: These figures ~~are~~ result of consultation with Oakridge Arlie Anderson, Resident Engineer, who felt there may be some areas to be S & M. Right now its too early to give an exact location of areas to S & M, this depending on what additional widening will be done to certain areas of the roadway. A S70 will be made out at a later date if one is needed.

J. L. S.

Oakridge - Odell Lake Section.

Moving Costs	All Specified		35,000-
Blade Grader	2400 hrs.	20	48,000-
Tractor (185 H.P.) Dozer	2700 hrs	25.00	67500-
Tractor (185 H.P.) Dozer and Bench	500 hrs	30.00	15000-
Tractor (75 H.P.) Dozer	160 hrs	20.00	3200-
Power Shovel, 2½ C.y. Comb.	300 hrs.	36.00	10800
Power Shovel 3/4 C.y Comb.	50 hrs	25.00	1250-
Crane, Truck Mounted, Dragline	80 hrs.	42-	3360-
Trucks, Dump, 6 C.y.	350 hrs	13.00	4550-
Trucks, Dump 10 C.y.	500 hrs	18.50	9250-
Trucks, Dump. 20 C.y.	4000 hrs	36-	144000-
Trucks Flatbed 1½ Ton	200 hrs	8.00	1600-
Trucks, Pickup 3/4 Ton	3400 ~~3200~~ hrs	2.25 ~~8.00~~	7200- ~~25600~~
Trucks Sprinkler 4500 gals, with pump.	250 hrs	18.00	4500-
Lorder Wheel Type 3/8 C.y. Comb.	300 hrs	13-	3900-
Lorder Wheel Type 1 C.y.	330 hrs	16.00	5280-
Loader 4 Wheel Drive 4 C.y.	700 hrs.	25.00	17500-
Loader Crawler 2 C.y.	40 hrs.	27.50	1100-
Roller, Vibratory, with power	100 hrs	17.50	1750-
Roller, Grid, with power	400 hrs.	15-	6000-
Tamper, Gasoline Engine, Hand operated	50 hrs	9.50	475-
Pump, Portable 3-4 inch	100 hrs	2.50	250-
Saw Portable Chain, Minimum 36-inch Bar	160 hrs	7.50	1200-
Wagon Drill, 3½-inch Rubbertired with Compressor	50 hrs	27.50	1375-
Explosives	1000 lb	0.75	750
~~Superintendent~~	~~800 hrs~~	~~8.00~~	~~6400~~
Foreman	2400 hrs	6.00	14400
Laborers	10,000 hrs	5.00	50 000

From JUVE 2-5-65

WATERING	3000 M-Gals	2.50	7500-
3/4"-0 MATERIAL IN BASE	16500 Ton	1.85	30525-
STONE BASE	120 000 Ton	1.75	210,000-
3/4"-0 AGGREGATE IN PRIME COAT	900 ~~450~~ cu.yd	4.50	4050-
RC-250 ASPHALT IN PRIME COAT	450 Ton	50-	22500-
RS-1 ASPHALT IN TACK COAT	11 Ton	75-	825-
CLASS "B" ASPHALT CONCRETE MIXTURE	27000 Ton	5.00	135000-
ASPHALT CEMENT IN MIXTURE	1490 Ton	35-	52,150-
LOOSE RIP RAP	190 000 cu.yd	3.50	665,000-
FURNISH 18-INCH METAL CULVERT PIPE, TYPE "A" COATING	1100 LN.FT	5.00	5500-
FURNISH 24-INCH " " " " " "	670 LN. FT	8-	5360-
FURNISH 30-INCH " " " " " "	500 LN. FT	11-	5500-
FURNISH 36-INCH " " " " " "	300 LN. FT	15-	4500
FURNISH 42-INCH " " " " " "	60 LN. FT	18.50	1110 ~~1036~~-
FURNISH 60-INCH " " " " " "	300 LN. FT	35-	10500-
FURNISH 72-INCH " " " " " "	140 LN. FT	42-	5880-
FURNISH 8-INCH PERFORATED METAL DRAIN PIPE	750 LN. FT	2.50	1875-
SPECIAL BACKFILL IN DRAINS	700 CU.YDS	7.50	5250-
GUARD RAIL	25000 LN. FT	2.75	68750-
RAIL END PIECES	50 only	2.50	125-
REMOVE EXISTING BRIDGE	All Required		4000-
			~~1729,890~~
1/2"-1/4" MATERIAL IN STOCKPILE	2500 cu.yd.	3.50	8750-
1/4"-#10 " " "	1500 cu.yd.	3.50	5250
1/2"-0 " " "	4000 cu.yd	3.50	14000
1/4"-0	6000 cu.yd.	3.50	21000
			~~1778890-~~
			~~1706916.00~~
			~~8000~~
			~~8000~~
	ANTICIPATED		~~1787890.00~~
			~~1794316~~
	ENGR & CONT.	12½	~~224267.50~~
			~~2018,605.50~~
ANTICIPATED ITEMS		LESS STOCKPILE MAT'L.	49,000-
FLAGGING 8000-			1,969 605.50
STRIPING 1000			

RECEIVED
JAN 11 1966

FOR FILING

Form CD-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

-NFO-101(2)

TO : 6553 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 7, 1966

In reply refer to: 08-35-DA

SUBJECT: Oregon ERFO 101(2), Oakridge - Salt Creek Tunnel Section

Recent construction inspections of subject project reveal certain unsafe conditions which we wish to call to your attention.

Upper and Lower Salt Creek Bridges have been substantially completed and opened to traffic. One of the remaining work items on each of these structures is installation of handrails. It is our understanding that these rails are on the project, but were not installed in order to facilitate contractor's painting of structural steel and concrete finishing.

Work has been suspended due to unsuitable weather for painting. We believe these rails should be installed since the period of suspension could extend through the winter period.

1-11-66
REFERRED TO
By Asst. State Hwy. Engr
young

Copy to Edwards
1-11-66

RECEIVED
JAN 10 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 5 - 1966
FOR FILING

EI FI 101(2)
6553

January 4, 1966

Mr. A. V. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 7, Account No. 276 covering the furnishing and installing Type M-1 guide posts on the Oakridge-Salt Creek Tunnel Section of the Willamette Highway in Lane County, Contract No. 6553 in connection with Federal-Aid Project No. ERPO-101(2).

This work is necessary for the protection and guidance of the travelling public. The installing of guide posts was overlooked at the time the plans were being made up for contracting. Use of State forces is considered to be in the public interest since the contractor would charge more in cost and would require a time extension to do the work. The State has equipment and personnel available and can do the work more economically.

This work was discussed with the BPR December 22, 1965 and approval was deferred pending determination of eligibility of using State Forces. Your approval as of that date, under the Provisions of PPM 21-6.3, on actual cost basis, is requested.

The estimated amount of the order is $2,250.00 with Federal participation of 100%.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

CWT:de

Enc.

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Oakridge-Salt Ck. Tunnel		WEEK ENDING: December 31, 1965
		SECTION PREFIX: 20-1014
HIGHWAY: Willamette		COUNTY: Lane
NAME OF JOB: Oakridge-Salt Creek Tunnel	KIND OF WORK: Grading and Paving	
CONTRACTOR: Rogers Construction, Inc.	CONTRACT NUMBER: 6553	FEDERAL AID PROJECT NUMBER: ERFO-101 (2)
DATE OF CONTRACT: March 3, 1965	DATE WORK STARTED: March 24, 1965	ESTIMATED COMPLETION DATE: 12-30-65
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 9 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $1,840,000.00	SPECIFIED COMPLETION DATE: September 30, 1965	PERCENT OF TIME ELAPSED: 143
EXCLUSIVE OF ENGINEERING: $1,720,504.72	ENGINEERING AUTHORIZATION: $119,495.28	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,637,000.00	ENGINEERING COST TO DATE: $ 76,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93
ESTIMATED PERCENT ~~OVER~~ UNDERRUN: 5 %	PERCENT OF AUTHORIZATION: 64 %	DATE PROJECT WAS COMPLETED: 12-30-65

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	17.89	17.89			7.1
MILES PARTIALLY COMPLETED					
MILES COMPLETED	17.89	17.89			7.1
TOTAL ESTIMATED QUANTITIES (CONTRACT)		138,000 Ton 14,000 CY			27,000 Ton
TOTAL QUANTITIES CORRECTED TO DATE		134,250 Ton 13,985 CY			23,602 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		134,250 Ton 13,985 CY			23,602 Ton
AVERAGE DAILY QUANTITIES		-	-		-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		-	-		-
NUMBER OF SHIFTS PER DAY	1	0	0		0
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK: 2 Dozers, 1 End Loader, 4 Dump Trucks, 1 Pickup, 1 Power Saw

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Rain			
TUESDAY	Rain			
WEDNESDAY	Rain & Snow			
THURSDAY	Snow			
FRIDAY	Snow			
SATURDAY				

Routing
Mc
Decker
Bond
Barbee
Walker
Page
Morelock
Trout
Scott
Wills
Litchfield
Olson
BEN[illegible]RD

RECEIVED
JAN 3 1966
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contractor placing riprap at upper Salt Creek (M. P. 42.87) and excavating channel change at lower Salt Ck. (M. P. 38.25).
TUESDAY	Same as Monday.
WEDNESDAY	Concluding placement of riprap at upper Salt Ck. Also altering Goebel Ck. channel and obliterating detour. Placing riprap and obliterating detours at lower Salt Ck.
THURSDAY	Mostly cleanup and touching up of channel at upper Salt Ck. today with all work being completed by the end of the shift.
FRIDAY	
SATURDAY	

REMARKS

The project was completed at 3:30 P. M. on Thursday. No cleanup remains and only the equipment must be moved out. This will be done as rapidly as weather conditions permit . It continues to snow and no attempt will be made to move the equipment at this time.

The semi-final estimate will be submitted to the division office early next week.

FINAL REPORT.

SIGNED R. A. Anderson LOCATION Oakridge

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAR 11 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ERFO-101(2)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 31, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on Dec. 30, 1965, on Contract No. 6553, Oakridge-Salt Creek Tunnel Section, in Lane County, in connection with Federal-Aid Project No. ERFO-101(2).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: March 3, 1966

Conditions noted on above date:

Work completed under this contract has been inspected and no conditions were noted which will prevent our acceptance.

A. W. Parsons
Division Engineer

By: G. R. Brooks
G. R. Brooks
District Engineer

Let'r to Young
3-10-66

RECEIVED
DEC 23 1965
FOR FILING

Form CD-121 (11-63) (Prec. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

ERFO-101(2)
6553

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

DATE: December 21, 1965

In reply refer to: 08-35.DA-4

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ERFO-101(2)
Oakridge-Salt Creek Tunnel Section
Willamette Highway
State Force Order No. 6

Mr. Young's letter of December 6, 1965 furnished copies of subject State Force Order covering furnishing and delivering concrete crib logs for restoration of drainage facilities on subject ERFO project. This letter confirms our tentative oral advance approval of the proposed work effective September 9, 1965.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter and in the estimated amount of $400.00 with Federal participation of 100%.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith. Participation is limited to cost of temporary barricades with no participation in signs.

Attachment

REFERRED TO
Young Wkend.
BY ASST. STATE HWY. ENGR
12-21-65

RECEIVED
DEC 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-108—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. [illegible]

Project Name Oakridge-Salt Creek Tunnel Date November 23

Highway Willamette Contract No. 6553 F. A. Project No. ERFO-1[illegible]

County Lane Prefix 20-1014 Account No. 279-06

Description of Work To Be Done:

Furnish and deliver concrete crib logs for incorporation in drainage restoration facility.

Work is completed.

Location by Station Numbers:

MP 54±

Estimate of Quantities and Costs:

Crib Logs, 80 each at $4.00	$320.00
Delivery Cost	80.00
Total	$400.00

Explanation: This material was not immediately available to the contractor in performing special drainage restoration work on the project. This restoration was greatly expedited through furnishing and delivery by State forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,840,000.00
Present estimate of project cost, including $400.00 for work under this order	$1,732,550.00
Expected under-run (amount)	$107,450.00
Expected under-run (per cent)	5.8

Space to right of this line is for use of Salem Office

Submitted by: /s/ Arleigh A. Anderson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd, Division Engineer

Approved: /s/ L. H. Young, Assistant Deputy State Highway Engineer, Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
DEC 6 - 1965
FOR FILING

November 6, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 6, account No. 279 covering the furnishing and delivering concrete crib logs for drainage facility restoration on the Oakridge-Salt Creek Tunnel Section of the Willamette Highway in Lane County, Contract No. 6553 in connection with Federal-Aid Project No. ERFO-101(2).

This work is necessary to repair drainage facility. The crib logs were not available to the contractor except from State-owned stockpile and were furnished to the contractor to expedite the repair work. Delay was not advisable due to possibility of additional high water before repairs could be made.

This work was tentatively recommended for approval by the BPR Area Engineer and the Field authorized to proceed Sept. 24, 1965 as an emergency measure to expedite installation of drainage facility. Your approval as of that date, under the provisions of PPM 21-6.3, on actual cost basis, is requested.

The estimated amount of the Order is $400.00 with Federal participation of 100%.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

CWT:jb

RECEIVED
NOV 15 1965
FOR FILING

ERFO-101(2)

Form CO-121 (11-63) (Rev. 1)
A.G. 502-10

6553

UNITED STATES GOVERNMENT

Memorandum

EDWARDS

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 9, 1965

In reply refer to: 08-35.DA-2

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon ERFO 101(2), Oakridge-Salt Creek Tunnel Section
Willamette Highway
Lower Salt Creek Bridge

We have reviewed your September 15, 1965 letter relative to the contractor's request for extension of completion date on subject project. Based on information that the bridge site was not available for the contractor to commence work on the date indicated in the bidding documents due to conflict by another contractor; we concur in proposal to advance completion date to September 18, 1965.

REFERRED TO
Markham-Young
By Asst. State Hwy. Engr.
11-12-65

RECEIVED
NOV 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. R. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 2 - 1965
FHWA - Oregon

Form CD-121 (11-63) (Prea. by A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 27, 1965

In reply refer to: 08-35.DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ERFO 101(2)
Oakridge-Salt Creek Tunnel Section
Willamette Highway
State Force Order No. 5

Mr. Young's letter of October 20, 1965 furnished copies of subject State Force Order covering temporary signs and barricades for detours at Upper and Lower Salt Creek Bridges on subject ERFO project. This letter confirms our October 15, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter and in the estimated amount of $800.00 with Federal participation of 100%.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Participation is limited to cost of temporary barricades with no participation in signs.

Attachment

REFERRED TO
By Asst. State Hwy. Engr.
11-1-65

RECEIVED
OCT 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—53M

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date OCT 15 1965 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 5

Project Name Oakridge-Salt Creek Tunnel Date October 12 1965

Highway Willamette Contract No. 6553 F. A. Project No. ERFO-101(2)

County Lane Prefix 20-1014 Account No. 274-05

Description of Work To Be Done:

J.A.H.

Furnish and install temporary signing and barricades.

Location by Station Numbers:

Detours at M.P. 38.25 and M.P. 42.87

Estimate of Quantities and Costs:

Signing and Barricades, Salt Ck. detours - - Lump Sum - - $ 800.00

Explanation:
Lack of completion of two new structures at the locations mentioned above necessitate the maintenance of detours at each site. It was not previously anticipated that these detours would be in use following completion of grading and paving on the project and under the improved road conditions signing and barricading is now inadequate.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1840,000.00
Present estimate of project cost, including $ 800.00 for work under this order	$1740,750.00
Expected under-run (amount)	$ 99,250.00
Expected under-run (per cent)	5

Space to right of this line is for use of Salem Office

Submitted by: /s/ Arleigh A. Anderson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
NOV 1 2 1965

FOR FILING

ERFO-101(2)

6553

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date OCT 2 8 1965 By E. H. Burgess
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Oakridge-Salt Creek Tunnel Date Oct. 26, 1965.

Highway Willamette Contract No. 6553

County Lane Prefix 20-1014

Contractor Rogers Construction, Inc. F. A. Project No. ERFO-101(2)

Address 11760 N. E. Glisan St., Portland, Oregon Order No. 2 (Supplemental)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish water pump, electric generator to power pump, 60 inch corrugated metal pipe, 48 inch corrugated metal pipe and/or other special machinery or equipment necessary to re-establish drainage at the locations specified below.

Work is completed.

Location by station numbers:

1581+30, ℄ and 1603, ℄

Estimate of quantities and cost:

Equipment		$ 5,320.24
Materials		4,803.03
15% Contractor's Allowance		1,518.49
	TOTAL	$ 11,641.76
Total Amount, Original EWO #2		8,395.00
ADDITIONAL AMOUNT, This EWO		$ 3,246.76

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Special corrective measures must be taken to restore drainage facilities at the locations specified above. This requires equipment and materials not originally anticipated or otherwise contained in the original contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,840,000.00	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $ 3,246.76 for work under this order	$1,740,750.00	
Expected under-run amount	$ 99,250.00	
Expected under-run per cent	5	

Submitted by: /s/ Arleigh A. Anderson, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved /s/ L. H. Young, Office Engineer.

State Printing

Young 4-10-6-

RECEIVED
OCT 21 1965
FOR FILING

October 20, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 5, Account No. 274 covering temporary signs and barricades for detours at the Upper and Lower Salt Creek Bridges on the Oakridge-Salt Creek Tunnel Section of the Willamette Highway in Lane County, Contract No. 6553 in connection with Federal-Aid Project No. BRFO-101(2).

This work is necessary for the direction and guidance of traffic to detours. The grading and paving of the roadway is completed up to the bridges. It will be necessary to maintain the detours until the structures are completed.

The State has the barricade and signs necessary to do this work and can do the work more economically than by contract.

Participation by the BPR is limited to work on barricades and has been tentatively recommended for approval by the BPR Area Engineer October 15, 1965. Your approval as of that date, under the provisions of PPM 21-6.3, on actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:lt

RECEIVED
NOV 1 - 1965
FOR FILING

STATE COPY

Form B-300—6M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date Nov 5 1965
G. L. P. Division Engineer
U.S. Bureau of Public Roads

Project Name Oakridge-Salt Creek Tunnel Date October 11, 19 65

Highway Willamette Contract No. 6553

County Lane Prefix 20-1014

Contractor Rogers Construction, Inc. F. A. Project No. ERFO-101(2)

Address 11760 NE Glisan St., Portland, Oregon Order No. 1 Suppl.

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging.

Work has started.

Location by station numbers:

Entire project, M. P. 37.24 to M.P. 55.13.

Estimate of quantities and cost:

Flagging, state share, in accordance with project authorization - $ 8,000.00
Additional flagging, state share 4,000.00

Total Flagging, State Share $12,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

As set forth in Article 7-30 of the Standard Specifications for Highway Construction, issue of 1964.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,840,000.00
Present estimate of project cost, including $ 4,000.00 for work under this order	$1,740,750.00
Expected under-run amount	$ 99,250.00
Expected under-run per cent	5

Space to right of this line is for use of Salem Office

Submitted by: /s/ Arleigh A. Anderson
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer / Assistant State Highway Engineer or Office Engineer.

State Printing

11-29-65

RECEIVED
OCT 20 1965
FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 7, 1965

In reply refer to: 08-35.DA

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Inspection-in-Depth
Equipment Rental Procedures
Emergency Relief Projects

Attached herewith is a copy of the subject report.

Please note the recommendations on page 4 and take action if you deem appropriate.

Attachment

RECEIVED
OCT 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

65-EID-24 STATE COPY

FORM PR-33D (8-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(Check Appropriate One) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	PROJECT NUMBER
8	Oregon	See below

DATE OF INSPECTION	PHASE(S) INSPECTED
July 21, 22,26,27,28,29	Equipment Rental Procedures

INSPECTION MADE BY	IN COMPANY WITH
R. A. Nichols, et al	See below

REPORT PREPARED BY
R. A. Nichols, Assistant Area Engineer

PROJECT INCLUDES
☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☐ MAJOR STRUCTURES ☒ OTHER (Specify) Flood damage repair.

CONTRACTOR (Name and address)	CONTRACT AMOUNT
See below.	$ See below.
	PROJECT STATUS (Percent complete) See below.

LOCATION
See below.

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (Including needed followup action); (3) DETAILED REPORT OF INSPECTION.

INSPECTION-IN-DEPTH - EQUIPMENT RENTAL PROCEDURES EMERGENCY RELIEF PROJECTS

Inspection time - 20 hours
Travel time - 27 hours
Write-up - 6 hours

Purpose of Inspection - The inspection was made to check the State's equipment rental procedures on Emergency Relief Projects.

Projects Inspected - This inspection covered projects in every Division of the State Highway Department except Division 5. There were no equipment projects in progress in that division. The following projects were inspected:

Project No.	Project Name	Contract No.	Contract Amt.	Contractor
ERFO 101(2)	Oakridge-Salt Cr. Tunnel Sec., Willamette Hwy.	6553	$1,432,691.00	Rogers Constr. Co., Portland, Ore.
ERFO 105(1)	Sardine Cr.-North Santiam Riv. Sec., Santiam Hwy.	6557	1,454,110.00	White Bros. Constr. Co. & Ott-Atwater, Inc., Walla Walla, Wash.
ER 106(1)	Fulton Canyon Sec., Fulton Canyon-Wasco Hwy.	6572	150,716.00	Rogers Constr.Co., Portland, Ore.

(more)

USCOMM-DC 9221-P64

Projects Inspected (cont.)

Project No.	Project Name	Contract No.	Contract Amt.	Contractor
ER-111(1), ERFO 111(2) & ER 137(1)	Marks Cr.-John Day Hwy Jct. Sec., Ochoco Hwy. and Prineville-Crooked Riv. Sec., Paulina Hwy.	6592	$ 78,628.10	Roy Norquist Sweet Home, Ore.
ER-121(1)	Smith Bridge-Yellow Cr. Sec. of Elkton-Sutherlin Hwy.	6585	555,867.00	C. R. O'Neil Creswell, Ore.
ER-153(1)	Summer Lake-Valley Falls Sec., Fremont Hwy.	6620	22,887.20	Bud Stump
ER-154(1)	Warner Summit-Greaser Reservoir Sec., Warner Hwy.	6621	31,435.02	Washington Constr. Co., Sheridan, Ore.
ER-168(1)	Pioneer Mountain Sec. Corvallis-Newport Hwy.	6579	238,695.75	C. R. O'Neil Creswell, Ore.
ERFO-198(2)	Polallie Cr.-Yellowjacket Cr. Sec., Mt. Hood Loop Hwy.	6527	463,881.90	Rogers Constr. Co. Portland, Ore.

The project status for the various projects was as follows:

Project No.	Percent time elapsed	Percent Complete
ERFO-101(2)	68	43
ERFO-105(1)	65	50
ER-106(1)	150	99+
ER-111(1)-ERFO-111(2) & ER-137(1)	85	67
ER-121(1)	33	16
ER-153(1)	95	99
ER-154(1)	95	80
ER-168(1)	90	92
ERFO-198(2)	26	5

Inspection Party

R. A. Nichols acted as the team leader and was present on the inspection of all the projects. The other personnel on the inspection parties were as follows:

ERFO-101(2) - Clyde Pike, Auditor, BPR
Arlie Andarson, Resident Engineer, OSHD

(more)

Inspection Party (cont.)

ERFO-105(1) - Clyde Pike, Auditor, BPR
J. L. Lowder, Area Engineer, BPR
Ed J. Hall, Resident Engineer, OSHD

ER-106(1) - Clyde Pike, Auditor, BPR
Richard S. Hawkins, Resident Engineer, OSHD

ER-111(1), ERFO-111(2), ER-137(1) -
Clyde Pike, Auditor, BPR
J. L. Lowder, Area Engineer, BPR
Robert H. Clark, Resident Engineer, OSHD

ER-121(1) - Cecil Bassett, Auditor, BPR
M. E. Martin, District Engineer, BPR
Paul Riedl, Area Engineer, BPR
John R. Hagedorn, Jr., Resident Engineer, OSHD

ER-153(1) - Clyde Pike, Auditor, BPR
C. T. Christianson, Asst. Area Engineer, BPR
Jim Putnam, Division Engineer, OSHD
E. J. Dunn, Resident Engineer, OSHD

ER-154(1) - Same as ER-153(1).

ER-168(1) - Cecil Bassett, Auditor, BPR
M. E. Martin, District Engineer, BPR
Glenn Hossner, Area Engineer, BPR
Ray Asburry, Division Engineer, OSHD
W. E. Swartz, Resident Engineer, OSHD

ERFO-193(2) - Clyde Pike, Auditor, BPR
Willis Grafe, Area Engineer, BPR
W. N. Bryant, Asst. Area Engineer, BPR
Richard S. Hawkins, Resident Engineer, OSHD

SUMMARY

(1) The General Daily Progress reports were quite complete except that specific pieces of equipment used during the day were not listed in detail.

(2) The pay quantities were kept current on suitable forms. These forms were signed daily by authorized representatives of both the contractor and State, indicating agreement as to the quantities shown. This practice should be commended in that it should eliminate substantially all possibilities of pay disputes.

(more)

Summary (Cont.)

(3) The documentation as to whether the equipment on the project met specification requirements was generally incomplete. However, it must be noted that all the equipment observed by the writer equalled or exceeded specification requirements.

Recommendations

(1) The equipment used should be completely itemized on some type of permanent record. In order to facilitate this it is suggested that it be specified that the contractor be required to give a list of his equipment on the project. The list should include his number or other suitable identification and the rating of the equipment.

(2) The dates when a piece of equipment is brought to and removed from the project should be noted on a permanent record. Perhaps it could be noted on the above suggested list.

Project Documentation

According to all the resident engineers there was no directive issued from the Central Office as to the method or type of records which should be kept. Consequently each resident devised his own method of keeping records on equipment, with the advice of the State's Division office in some cases.

Basic Documents

The initial record on all the projects except ER-106(1) was the form "General Daily Progress Report" (Example #1). This report is completed by the field inspector. In general, the reports contained information as to the number of each type of equipment and laborers, the contractor's hours and a narrative. In addition to the work in progress the narrative usually contains a partial description of the equipment used, and pertinent notations such as equipment shutdown time, etc. As mentioned above, this form was not used on Project ER-106(1), however the same data is kept in the inspector's diary.

It is the writer's opinion that the field inspectors have done an excellent job in maintaining a complete record of the activities on this form and in their diaries. Only in one instance was it noted that equipment had been paid for without mention of the equipment or the type of operations in which the equipment would be used in the Progress Report. There is one area in which it appears there could be improvement made in documentation. That is where several pieces of the same type of equipment, such as dump trucks or tractors, are used, the inspectors often just note "D8 tractor and 4 dump trucks working - - - ". Since this report is a basic record it could eliminate future disputes if each piece of equipment were positively identified by contractor's number or other suitable form of identification.

(more)

The resident engineer on project ER-105(1), Mr. Hall, had his inspectors give this information in detail plus the names of the laborers and operators, in their reports. The inspector on ER-121(1) obtained this information but it was kept on pieces of paper that were not made a part of the permanent records. Mr. Hagedorn issued instructions during the inspection that the information was to be henceforth kept in the inspector's diary.

In addition to the General Daily Progress Reports the inspector on ER-121(1) kept a diary, and the inspectors on ER-153(1) and 154(1) kept the daily itemized list on Form E 238-10M, "Daily Progress Report" (Example 2).

Two other types of information which, if properly documented, might eliminate future disputes were not found in complete detail. One is in case a particular piece of equipment is moved to and from the project. The other is a tabulation, fully describing the equipment. Both types of information could be kept on one form. It was possible to determine when some of the equipment was moved to and from the project from information in the diaries, etc.; however, it appeared that the information was far from complete on most of the projects. The Resident on ER-101(1) had requested and received an equipment list from his contractor. It was not current but it did give all the desired information on each piece of equipment.

In an attempt to eliminate future disputes about pay quantities, all the Residents used a daily form upon which the hourly basis pay items were summarized. Form E-428(7-63)-Daily Record of Force Account Work (Example 3) was used on all projects except two. The other two projects had a large number of pay items so the Residents devised their own forms. Examples 4 and 5 were used on projects ERFO-101(2) and ER-121(1), respectively.

In all cases the record for each day was signed not later than the following day by the authorized representatives of the State and contractor. The signatures indicated complete agreement on the recorded information. The amount paid to the contractor is based on the information shown in this report.

Summary of Items

The items are summarized on the daily record sheets for projects ERFO-101(2) and ER-121(1) as can be seen in examples 4 and 5. A tabulation showing the running totals was kept on projects ERFO-105(1), ER-111(1), etc. and ER-168(1). Some minor discrepancies in these totals were found. However, the calculations had not been checked and normally errors are found and corrected at that time.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

FORM E-474 (10-64)

GENERAL DAILY PROGRESS REPORT

Example #1

DATE 7-7-65

SECTION SMITH BR. - YELLOW CR.

HIGHWAY ELKTON - SUTHERLIN

CONTRACTOR C.R. O'NEIL

WEATHER CLEAR

CONTRACT NUMBER 6585

F. A. NUMBER ER-121(1)

PREFIX 110-1007

EQUIPMENT

BULLDOZERS 4	BLADE 1	TRACTOR AND SCRAPER 3	
ROLLER	SHOVEL 1	TRUCKS 1-FLATBED	
COMPRESSOR 2	CRUSHER	MIXER	
DISTRIBUTOR	PAVER	WATER WAGON 1	
JACKHAMMER 2		EUCLID END DUMP 3	
WAGON DRILL 1			

LABOR

OPERATORS 17 LABOR 8 SUPERVISION 1-SUPT.

FOREMAN 1

TIME

	1 CLEARING	2 DRAINAGE	3 GRADING	4 TOPSOIL	5 FENCE	6 SPRINKLING	7 ROCK	8 PAVING	9 FLAG	10 UTILITIES
SHIFT START			7:00 AM						7:00 A.M.	
SHIFT END			4:30 PM						4:30 P.M.	
SHIFT START										
SHIFT END										
SHIFT START										
SHIFT END										

KIND OF WORK, AMOUNT, STATION, EQUIPMENT, LABOR (CONTRACTOR, UTILITIES, AND R. R.)

D9 dozer loading three 631 scrapers at Sta. 512-521 Left, and hauling to Sta. 540 Left. CL dozer helping in pit with ripper. One D8 (#17) dozer placing material on the fill. One flagperson at Sta. 520. Blade is pulling slopes & maintaining haul roads. 80D shovel loading 3 Euclid end dumps at Sta. 547 Left, and also hauling to Sta. 540 Left. One D8 (#32) dozer working on rock slide at Sta. 570 & washout at Sta. 515 Right. Two jackhammers working at Sta. 560 and one wagon drill at Sta. 570. Three laborers stockpiling salvaged guard rail posts.

COMMENTS AND INSTRUCTIONS TO CONTRACTOR:

Maino E. Holmes
INSPECTOR

Form E-276—10M
State Printing

OREGON STATE HIGHWAY DEPARTMENT

Example #2

Daily Progress Report

SURFACING AND OTHER ROCK CRUSHING JOBS

Section ..... Report No. .....

Highway ..... Date .....

County ..... Job Prefix ..... Contract No. .....

Contractor ..... Quarry or Pit .....

Kind and Grade of Material	Cubic Yards			Location of Today's Deposits	
	Previous	This Date	Total	Station to Station	
TOTALS					

Show separately the quantities of each kind and grade of material. Make a separate series of reports for each quarry or pit. Send original copy to Salem office and duplicate copy to Division Engineer.

..... Inspector

Example

OREGON STATE HIGHWAY DEPARTMENT

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all Extra Work Orders except those for flagging where STATE pays 57½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

FORM E 128 (7-63)

PROJECT NAME		CONTRACT NUMBER / ORDER NO.	Sheet ____ of ____
ENTITY	FORCE ACCOUNT NUMBER	DATE	SHIFT
CONTRACTOR	SUB-CONTRACTOR		PREFIX

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION

REMARKS:

Contractor's Representative: _____ Inspector: _____

FOLD AND CREASE HERE BEFORE SNAPPING OUT CARBONS

D-6490

3952

OREGON ..ATE HIGHWAY DEPAR..T DAILY REPORT ..UIPMENT RENTAL P..OJECT

SECTION Oakridge - Salt Creek Tunnel

HIGHWAY Willamette

CONTRACTOR Rogers Construction, Inc.

CONTRACT NO. 6553

PREFIX 20 - 1014

DATE

BID ITEM	NO. USED THIS DATE	TOTAL HOURS BROUGHT FORWARD	HOURS THIS DATE	TOTAL HOURS
2. Blade Grader				
3. Tractor (185 H. P.), Dozer				
4. Tractor (185 H. P.), Dozer and Winch				
5. Tractor (75 H. P.), Dozer				
6. Power Shovel, 2½ C. Y.				
7. Power Shovel, 3/4 C. Y.				
8. Crane, Truck Mounted, Dragline				
9. Trucks, Dump, 6 C. Y.				
10. Trucks, Dump, 10 C. Y.				
11. Trucks, Dump, 20 C. Y.				
12. Trucks, Flatbed, 1½ Ton				
13. Trucks, Pickup, 3/4 Ton (Without Operator)				
14. Trucks, Sprinkler, 4,500 Gal., with Pump				
15. Loader, Wheel Type, 3/8 C. Y.				
16. Loader, Wheel Type, 1 C. Y.				
17. Loader, 4 Wheel Drive, 4 C. Y.				
18. Loader, Crawler, 2 C. Y.				
19. Roller, Vibratory, with Power				
20. Roller, Grid, with Power				
21. Tamper, Gasoline Engine, Hand Operated				
22. Pump, Portable, 3 - 4 inch				
23. Saw, Portable Chain, Minimum 36 inch Bar				
24. Wagon Drill, 3½ inch Rubber Tired with Compressor				
25. Explosives		lbs.	lbs.	lbs.
26. Foreman				
27. Laborers				

Contractor's Rep. _____ Inspector _____

PROJECT NO. FRFO - 101(2) REPORT NO. _____

Ex 4A

OREGON STATE HIGHWAY DEPARTMENT DAILY REPORT EQUIPMENT RENTAL PROJECT

PRICE AGREEMENT ITEMS

SECTION Oakridge - Salt Creek Tunnel CONTRACT NO. 6553

HIGHWAY Willamette PREFIX 20 - 1014

CONTRACTOR Rogers Construction, Inc. DATE

PRICE AGREEMENT NO. & ITEM	NO. USED THIS DATE	TOTAL HOURS BROUGHT FORWARD	HOURS THIS DATE	TOTAL HOURS
P.A. #1 1/2 Ton Pickup				
P.A. #2 3,700 gal. Water Truck				
P.A. #3 Windmachines				
P.A. #4 Jackhammers				
P.A. #5 210 Air Compressors				
P.A. #6 Overtime Sprinkling				
P.A. #7 2 1/2 yd. shovel/Backhoe				
P.A. #9 SS-1 Asphalt				
P.A. #10 Loader 4 Wheel Dr.				
P.A. #11 Tractor with Ripper				
P.A. #12 4 yd. Shovel				

Contractor's Rep. _____ Inspector _____

PROJECT NO. ERFO - 101 (2) REPORT NO. _____

OREGON STATE HIGHWAY DEPARTMENT

ER-121(1)

PROJECT: Smith Bridge-Yellow Jr. Sect.
HIGHWAY: Elkton-Sutherlin
CONTRACTOR: C.R. O'NEIL

PREFIX: 110-1007
CONTRACT: 6585

DAILY RECORD OF WORK PERFORMED
MONTH JULY YEAR 1965

DATE	5	6	7	8	9	10	WEEKLY TOTALS	TOTALS TO DATE
ITEM	MON.	TUE.	WED.	THUR.	FRI.	SAT.		
Moving costs								
Blade grader	H	9	9	9	9	-	36	134
Tractor with dozer	H	27	27	19	21½	16	110½	609
Tractor with dozer, rake, winch"	H	8½	7½	5	9	-	30	138½
Scraper	H	24	27	27	27	-	105	365½
Power shovel	H	8½	9	9	9	-	35½	168½
Loader, front end								
Backhoo								
Grid roller with tractor								
Trucks, dump	H	-	2	9	9	-	20	56
Trucks, flatbed	H	9	9	9	9	-	36	81
Wagon drill	H	12½	5	3	2	-	22½	117½
Jackhammer	H	-	10	3	7	-	20	40
Air compressor, 105 cfm	H	-	10	3	7	-	20	37½
Air compressor, 600 cfm	H	12½	5	3	2	-	22½	117½
Chain saw		-	-	-	-	-	0	113
Laborers	H	68½	71	76	71	24	310½	1593
Powderman	H	9	9	9	9	-	36	123
EUCLID END DUMP	H	25½	27	27	27	-	106½	413½
	G M Ross — Mainer E. Holmes	G M Ross — Mainer E. Holmes	G M Ross — Mainer E. Holmes	G M Ross — Mainer E. Holmes	G M Ross — Mainer E. Holmes	G M Ross — Mainer E. Holmes		

DATE	5	6	7	8	9	10		
ITEM	MON.	TUE.	WED.	THUR.	FRI.	SAT.		
Moving costs								
Blade grader	H	9	9	9	9	-	36	134
Tractor with dozer	H	27	27	19	21½	16	110½	609
Tractor with dozer, rake, winch	H	8½	7½	5	9	-	30	138½
Scraper	H	24	27	27	27	-	105	365½
Power shovel	H	8½	9	9	9	-	35½	168½
Loader, front end								
Backhoe								
Grid roller with tractor								
Trucks, dump	H	-	2	9	9	-	20	56
Trucks, flatbed	H	9	9	9	9	-	36	81
Wagon drill	H	12½	5	3	2	-	22½	117½
Jackhammer	H	-	10	3	7	-	20	40
Air compressor, 105 cfm	H	-	10	3	7	-	20	37½
Air compressor, 600 cfm	H	12½	5	3	2	-	22½	117½
Chain saw		-	-	-	-	-	0	113
Laborers	H	85½	71	76	71	24	310½	1543
Powderman	H	9	9	9	9	-	36	123
EUCLID END DUMP	H	25½	27	27	27	-	106½	413½

Contr. Rep. G M Ross

State Rep. Maynor C. Holmes

Contr. Rep. G M Ross

State Rep. Maynor C. Holmes

Contr. Rep. G M Ross

State Rep. Maynor C. Holmes

Contr. Rep. G M Ross

State Rep. Maynor C. Holmes

Contr. Rep. G M Ross

State Rep. Maynor C. Holmes

Contr. Rep. G M Ross

State Rep. Maynor C. Holmes

SHEET NO. 6

Audit Report

Inspection-in-Depth - Equipment Rental Procedures

Emergency Relief Projects

July 21, 1965 to August 3, 1965

An inspection-in-depth of Equipment Rental Procedures and Policy contained in the Use of Force Account Agreements on the following emergency projects:

ERFD-101(2)	Oakland-Salt Creek-Unit Section	Contract	6000
ERFD-105(1)	Sanders Creek-Unit Section Rim Section	"	6001
ER-115(1)	Summer Lake-Valley Falls Section	"	6020
ER-154(1)	Warner Summit-Crowley Reservoir Section	"	6021
ER-111(3), ERFD-111(2), FR-137(1)	Alvord Creek-Fort Bay Wye Sect. - and Princeville-Grande Ronde Sect.	Contract	6002
ER-106(1)	Eagle Cap-Wallowa Section	"	6511
ERFD-198(2)	Baldock Co-Yellowjacket Co Section	"	6027
ER-121(1)	South Bridge-Yellow Creek Section	"	6505
ER-162(1)	Pioneer Mountain Section	"	6030

On two projects, ER-121(1) and ERFD-101(2), the Field Engineer developed their own forms for recording Equipment and Labor hours on Bid Items. These forms do not list the hours for each piece of equipment or each laborer working for the day, but did list the total hours worked each day for each Bid Item. However, the State inspectors on these projects maintain detailed records of each piece of equipment and laborer on scratch pads or otherwise to compile the total hours on the Daily Report. It was not contemplated to retain these notes maintained by the Inspectors but on Project ERFD-101(2) it was suggested by the Resident Engineer that these detail records be saved with the final records the Field Engineer gave at the close.

On all other projects inspected, the State Daily Equipment Record was used to record Equipment and Labor hours for each unit of equipment and labor hours worked each day. All these daily records were summarized on the Daily Report for each Bid Item. On the Daily Report all equipment listed the hours worked each day and accumulated total hours for each Bid Item except on Project ER-105(1), on this project the daily report

July 21 1965 To August 3, 1965

In addition to the Special Provisions and Bid Schedule contained in the Bid Book, the following special instructions apply to the following projects:

EPRD-101(2) Orofino-Pierce Junction Section Contract Date

EPRD-105(1) Smiley Creek-Vienna Section Section " "

ER-152(1) Lewiston-Winchester Section " "

ER-154(1) Warren Summit-Secesh Reservoir Section " "

ER-111(1), EPRD-111(2), ER-137(1) Meadow Creek-Tahn Bay Slope Sect. and Pierce-Cavendish Section Contract Date

ER-106(1) Fairfield-Magnus Section " "

EPRD-122(2) Palouse Co-Whitman Co. Section " "

ER-121(1) South Fork-Yellow Pine Section " "

ER-168(1) Pioneer Mountain Section " "

On two projects, ER-121(1) and EPRD-101(2) the Resident Engineer developed their own forms for recording Equipment and Labor Hours on Bid Items. These forms do not list the hours for each piece of equipment or each laborer working for the day, but did list the totals hours worked each day for each Bid Item. However, the State Inspectors on these projects maintain detailed records of each piece of equipment and laborer on record forms or columnar pads to compile the totals hours on the Daily Report. It was not considered to retain these extra records in the Project Book on Project EPRD-101(2) it was suggested by the Resident Engineer that these detail records be saved with the final records the Resident Engineer would do this.

On all other projects inspected, the Form 0-1022 Daily Force Account Record was used to record Equipment and Labor hours for each unit of equipment and labor hours. All days these daily records were summarized on different forms by each Resident Engineer. All summaries listed the hours worked each day and accumulated total hours for each Bid Item except Project ER-106(1) on this project the daily records were not listed in each Bid Item each unit of the progress form was listed. On the project EPRD-122(2) the Resident Engineer lists total hours worked by Bid Item only.

FORM CD-183 (7-28-63)

Auditor C. Pike Date 8-6-65

-MOH-

-1-

12-12-65

Inspection of the Project Records

The Records and Reports of the Daily Records should be kept in the Resident Engineer's office at all times and should be open for inspection by the State or Federal Representatives.

The Resident Engineer or their assistant shall state that they have not received any change instructions or recording time or labor hours verbally from the Headquarters office.

On Project ERER-101(2) the Daily Records revealed that work was performed prior to Public Road approval on Form 1273 on 10, 1, and 5 as follows:

P.A. #1 Ya Tan Pit Dig Approved 4-15-15 Work Performed 3-30 to 3-31 inclusive

P.A. #3 Mud Machine " 4-15-15 " " 3-31 to 4-14 " "

P.A. #5 Air Equipment " 4-15-15 " " 4-7 to 4-13 " "

Summary

P.A. #1 24 Hrs @ 1.50 = 36.00

P.A. #3 182 " @ 1.00 = 182.00

P.A. #5 38 " @ 5.30 = 201.40

Total amount invoiced $419.40

Non minor clerical discrepancy was noted on Project ERER-101(1) and ERER-101(2) involving summarizing the hours worked and hours of operation for the daily check to the summary. These discrepancies were brought to the attention of the Resident Engineer and will be corrected on the next progress estimate.

Conclusions:

Although all projects were considered to have adequate control on the Project the lack of instructions from the Headquarters office regarding the form and detail required for final acceptance might result in some basic records not being submitted for the file at the completion of the projects.

Recommendations:

The Project Engineer of this district should keep all records pertaining to the project for a period of three years after the final payment is received by the State and Federal Highway Administration.

The Resident Engineer or other inspector shall not be required to keep records pertaining to the project for more than three years after the final payment is received by the State and Federal Highway Administration.

On Project EPEN-101(2) the Daily Record revealed that work was performed prior to Public Road Approval on Pole Lines as follows:

P.L. #1 to Tom Pickle Approval 4-6-45 Work Performed 3-27 to 4-14-45
P.L. #3 Mid Machine " 4-12-45 " " 3-31 to 4-14-45
P.L. #5 Air Engineers " 4-17-45 " " 4-9 to 4-13-45

Summary

P.L. #1 24 Hrs @ 1.50 = $36.00
P.L. #3 152 " @ 1.00 = 152.00
P.L. #5 38 " @ .530 = 20.10
Total amount involved $368.10

On minor clerical discrepancy was noted on Project EPEN-1(10) ER-106(1) and EPEN-101(2) involving some items in the Force Account Labor and Equipment Report for the daily check to the survey. These discrepancies were brought to the attention of the Resident Engineer in charge and will be corrected on the next progress estimate.

Conclusions:

Although all projects were considered to have adequate control on the Project the lack of instructions from the Headquarters Office regarding the form and detail required for final accounting might result in some basic records not being submitted from the field at the completion of the projects.

Recommendations:

The State should establish uniform procedures for recording in detail labor and equipment usage on projects where payment of bid items is on an hourly rate basis.

FORM CD-128 (7-20-60)

8-9-45

Lauer

Inspection-In-Depth Equipment Rental Procedure

These procedures should assure that these detail records are satisfactorily reconciled with the final records for the project.

The amount of claims for work performed prior to P.A.C. Rule approval of Rice Agreements should be recorded as non-participating costs on the State records and on the final voucher (PR-20).

The project will secure and these detail records are submitted to supplement the final records for the project.

The amount of $3,000.00 for work performed prior to F.H.A. field approval of Price Agreement should be recorded as non-participating costs on the State records and on the final voucher (PR-20).

U.S. GOVERNMENT PRINTING OFFICE: 1964 O - 733-666

RECEIVED
OCT 6 - 1965
Portland

ERFO-101(2)
6553

Salem, Oregon
October 5, 1965

Increase in Project Authorization

Mr. Arleigh Anderson
Resident Highway Engineer
PO Box 657
Oakridge, Oregon 97463

This is to advise you that at its meeting of September 28, 1965, the Highway Commission approved an increase of $159,597.63 in project authorization on Contract No. 6553, Oakridge-Salt Creek Tunnel Section of the Willamette Highway in Lane County.

The new authorization for construction is $1,840,000.00. This amount should be used in all future reports for this project.

L.H. Young
Office Engineer

MEGter
cc: L. R. Chandler

RECEIVED
SEP 27 1965

Form CD-121
(1-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FOR [illegible]

ERFO-101(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon ERFO 101(2)
Upper Salt Creek Bridge
Time Extension Request

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: September 27, 1965

In reply refer to: 08-35.DA-2

We are in receipt of your letter by Mr. Edwards, dated September 20, 1965 which requests our concurrence in the contractor's request for extension of time for completing subject project.

As outlined, bidding documents indicated that the site would be available April 30, 1965 and due to the work of the other contractor on this project the site was not available until June 21, 1965, some 52 days late.

We concur in your recommendation to advance completion date by the 52 days, which would lapse November 6, 1965.

Copy to
Jean Merchant
9-30-65

RECEIVED
SEP 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 1 1965
FOR FILE

cc: OSHD (Kleboe)
OSHD (TEdwards)
Region
Wash DC

FORM PR-33A (REV. 3-65)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

nig

REGION NO.	REPORT NO.	COUNTY	STATE
8	5	Lane	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9-26-65	E. A. Nichols, Asst Area Engr	ERFO 101(2)

IN COMPANY WITH
Arleigh Anderson, Res Grading Engr, OSHD

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	98 %	94 %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

OAKRIDGE - SALT CREEK TUNNEL SECTION
WILLAMETTE HIGHWAY
Grading, Paving, and Structures

Flood damage repair on this section is being performed under three separate contracts: (1) Grading and paving portion, (2) and (3) Three structures. This inspection report will cover the one contract that covers the grading and paving portion only.

(1) Clearing — 99% complete

All the clearing is completed except for final cleanup and removal of the existing detour structure.

Drainage — 99%

All the drainage is complete except for completing the channel change work in the vicinity of the Upper Salt Creek Structure and opening the 4' x 6' box culvert at MP 54.5.

Grading — 99%

Grading is completed except for final finishing.

Base — 90%

About 80 percent of the coarse base rock has been placed

(more)

EDITION OF 5-60 MAY BE USED

between MP 37.9 and MP 38.3. All the coarse base material has been placed on the remaining portion of the project. No 3/4" - 0 base rock has been placed between MP 37.9 and MP 38.6. All of this material has been placed on thethe remaining portion of the project, except for that needed to complete the shoulders.

Asphaltic concrete paving 65% complete

The asphaltic concrete base course has been placed in all the areas required, except between MP 38.0 and MP 38.6. A 16' panel of the asphaltic concrete wearing surface has been placed between MP 34.7 and MP 44.0, and all of the concrete wearing surface has been placed in the areas required between MP 45.38 and MP 55.26.

Riprap 99% complete

All the riprap has been placed, except in the vicinity of the two Rock Creek structures. The riprap in these areas has been stockpiled near the structures and will be placed as soon as a site is available.

Guardrail 03% complete

The guardrail posts have been driven in seven different locations between MP 47.7 and MP 53.4. The guardrail has been hung, but not bolted, between MP 47.7 and MP 48.7 and

(more)

from MP 51.3 to MP 51.6.

(2) The 1 1/2" - 0 base material was being compacted in the vicinity of MP 38.3, with a steel-wheeled roller and a pneumatic roller.

A power broom was being used to sweep the asphaltic concrete pavement in the vicinity of MP 43.2.

A Hyster pneumatic roller being used to compact the shoulder rock in the vicinity of MP 43.4.

The paving train was placing a 16' panel of the asphaltic concrete wearing surface in the vicinity of MP 43.5. The guardrail crew was punching holes for the guardrail posts and placing the same in the vicinity of MP 51.7.

A clamshell was being used to remove some of the rock which still plugged the inlet to the 4'/x 6' box culvert at MP 54.5.

(3) The specifications state that the moisture content in the asphaltic concrete aggregate shall be dreduced to a maximum of 0.5 percent. The rock used on this project is quite porous and retains a high percentage of internal moisture. Considerable difficulty was encountered during the early stages of the paving operation, when it was attempted to reduce the moisture content without overheating the aggregate. Several things were tried, such as slowing down the cold bin

(more)

feed, then reducing it agin and opening the screen deck covers so that the steam could escape. The moisture content still varied between 0.3 and 0.9 percent. After that the angle of the dryer was flattened and the flame adjusted, and the moisture content has been reduced to about 0.4 percent.

Field determinations of the moisture content in the gravel were constantly made. The percent moisture, as determined from these tests,were subtracted from the results obtained from the tests for the percent asphalt in the asphaltic concrete. This was done because the testing procedure used in removing the asphalt from the aggregates also removed the free moisture in the aggregates. The results so obtained were used to adjust the asphalt flow in the continuous mix plant in order to get the desired 5 1/2 to 6 percent asphalt; however, due to the variation of the moisture content in the aggregates the testing procedure sometimes gave faulty results. As a result the actual ASPHALT content sometimes varied from that desirable.[9] Test results from the Central Laboratory in Salem met the specified minimum percentage of asphalt. Several of the samples contained in excess of the 6.5 percent, which is the specified maximum. The test reports on the samples

(more)

obtained after the drying problem was corrected indicated that the asphaltic concrete met the specified requirements.

Representatives from the Central Laboratory obtained final record samples of the base material at Stas 1751, 1877+50, and 1934+50. The sieve analysis of the coarse base material indicated that the material was deficient in the amount retained on the 3/4" screen. The Resident Engineer thought the deficiency was due to -- (1) the percent of the +3/4" material in the coarse base aggregate was on the low side of the specifications as produced (average percentage: 25%; specified: 20% - 40%); (2) a vibratory roller was used to compact the base, which was placed in thin layers and some of the aggregate was broken during this process; (3) the float, which was formed by traffic traveling over the coarse base, was partially lost.

The width of the asphaltic concrete base course at MP 40.[illegible], and 42.45, was 24.8' and 24.5', respectively (specified: 24' wide).

A record sample of the asphaltic concrete was obtained during this inspection.

RECEIVED
SEP 16 1965
FOR FILING
FAFD-101(2)
6553

September 15, 1965

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6553, the Oakridge-Salt Creek Tunnel grading and paving restoration project in Lane County is anticipated. Rogers Construction, Inc. is the contractor. The original project authorization was $1,680,402.37. The present anticipated cost is $1,840,000, indicating an overrun of $159,597.63, or 9.5 percent. This is an ER project and the entire cost is borne by the Federal Government.

The roadbed and drainage channel restoration work on this 17.89-mile section, which was severely damaged in December 1964, is being done on an equipment rental basis under hourly rate bid items, and it is in this phase of the project that a majority of the overrun occurs. More dozer, loader and truck time than anticipated has been required. Much of this work has been conducted under heavy summer traffic conditions.

This request for an additional authorization will be presented to you at the September 28 Commission meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Avery
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

JAB:bjm fn

FORM E-30 50M 8-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 8, 1965

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Oakridge-Salt Creek Tunnel Section
Contract No. 6553

BUILDING

L

Herewith an expected over-run report in amount of $159,597.63 or 9.5% on the subject project. This is due to over-runs on the contract equipment rental, labor and riprap bid items; 6 equipment rental items will over-run 150% and the foreman and laborer items 78%.

Bid Item	Contract Quantity	Expected Over-run Quantity	Expected Over-run Amount
3. Tractor, 185 H.P.	2,700 Hrs.	1,300	$32,500
5. Tractor, 75 H.P.	160 "	490	9,800
7. Power Shovel, 3/4 C.Y.	50 "	800	20,000
10. Trucks, 10 C.Y.	500 "	1,000	13,000
18. Loader, Crawler, 2 C.Y.	40 "	1,160	34,800
23. Portable Chain Saw	160 "	900	13,500
26. Foreman	2,400 "	2,100	14,175
27. Laborers	10,000 "	7,500	35,625
36. Loose Riprap	190,000 Cu. Yds.	20,000	49,000

These are discussed in detail in the attached August 30 report from the Resident Engineer. The riprap, stone base and paving are covered by unit bid items; the roadbed, channel and drainage installation by equipment rental.

Considering the scope of this project, almost 18 miles in length, its accomplishment within 9.5% of the contract amount without knowingly sacrificing anything in the way of permanency or quality of the repair still reflects good judgment and productivity. The original estimate was made when the water was still high and the area was just accessible.

ROUTED
F B KLABOE

We understand a supplemental program will have to be submitted to the Bureau of Public Roads to cover this over-run.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB:bjm
Attachments

cc: L. H. Young

RECEIVED
SEP 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 8 - 1965

Form R-300—6M

FOR FILING
ERFO-101(2)

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are Gel-Pl.
Date AUG 30 1965 By
Title
U.S. Bureau of Public Roads

Project Name Oakridge-Salt Creek Tunnel — Date Sept. 13, 1965

Highway Willamette — Contract No. 6553

County Lane — Prefix 20-1014

Contractor Rogers Construction, Inc. — F. A. Project No. ERFO-101(2)

Address 11760 N.E. Glisan St., Portland, Oregon — Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish water pump, electric generator to power pump, 60 inch corr. metal pipe, 48 inch corr. metal pipe and/or other special machinery or equipment necessary to re-establish drainage at the locations specified below.

Work has not started. If and when box culverts are opened, all suitable means will be considered to re-establish required drainage such as repair of box, construction of concrete base and constr. of concrete cribbing as an alt. method to installation of corr. metal pipe.

Location by station numbers:

1581+30, and ±1603 ±

Estimate of quantities and cost:

Equipment	$1,500.00
Materials	5,800.00
15% Contractor's Allow.. .	1,095.00
Total	$8,395.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Special corrective measures must be taken to restore drainage facilities at the locations specified above. This will require equipment and materials not originally anticipated or otherwise contained in the original contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,680,402.37
Present estimate of project cost, including $8,395.00 for work under this order	$1,700,000.00
Expected under-run / over-run amount	$19,597.63
Expected under-run / over-run per cent	1.2

Space to right of this line is for use of Salem Office

Submitted by: /s/ Arleigh A. Anderson, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd, Resident Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Form No. E-373—SM—7-65

101(2)

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Oakridge-Salt Creek Tunnel Date August 18, 1965

Highway Willamette Contract No. 6553

County Lane Kind of Work Grading & Paving Contractor Rogers Const., Inc.

Contract Amount $1,462,671.00

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
See supplemental sheet.	Overrun		$ 170,639.00
Minor items, unitemized algebraic total	Underrun		-2,959.00
Subtotal			$ 1,630,371.00
Approved work orders (Price, extra work and state force orders)			$ 59,924.00
Expected over-runs and under-runs in work orders:			Amount
Major items, itemized:			
Extra Work Order # 1, Flagging	Overrun		$ 4,000.00
See supplemental sheet for Price Agreements	Overrun		27,675.00
Minor items, unitemized algebraic total			-
Subtotal			$ 1,762,170.00
Authorization for engineering			$ 119,495.28
Expected over-run or under-run of engineering authorization	Underrun		$ -29,495.28
Costs not included above (explain)			$ -
Allowance for future contingencies (30 % of work remaining)			$ 12,230.00
Credits to come from transfers and deductions			$ -4,400.00
Present estimate of project cost			$ 1,840,000.00

Brief Statement of principal causes of over-run:

This was an expedited flood damage repair project which did not lend itself to a highly accurate preliminary cost estimate. The overrun of equipment rental hours indicates that it was necessary to perform more work than was originally anticipated.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 1680,402.37
Present estimate of project cost	$ 1840,000.00
Expected over-run (Amount)	$ 159,597.63
Expected over-run (per cent)	9.5 %

Space to right of this line is for use of Salem office.

Submitted by: [signature] Resident Engineer

Confirmed by: [signature] ASSISTANT Division Engineer

Noted by: [signature] Construction or Bridge Engineer

Noted by: [signature] Deputy or Assistant State Highway Engineer

State Printing 52181

Oakridge-Salt Creek Tunnel Section Willamette Higher Contract # 6553

EXPECTED OVERRUNS AND UNDERRUNS
CONTRACT ITEMS

Item		Quantity		Unit Price	Amount
(2) Blade Grader	Underrun	550	hr.	$ 15.00	-8,250.00
(3) Tractor, 185 H. P., Dozer	Overrun	1,300	"	25.00	32,500.00
(4) Tractor, 185 H. P., Dozer and Winch	Underrun	300	"	27.00	-8,100.00
(5) Tractor, 75 H. P., Dozer	Overrun	490	"	20.00	9,800.00
(6) Power Shovel, 2½ C. Y. Combination	Overrun	70	"	34.00	2,380.00
(7) Power Shovel, 3/4 C. Y. Comb.	Overrun	800	"	25.00	20,000.00
(8) Crane, Truck Mounted, Dragline	Underrun	60	"	25.00	-1,500.00
(9) Trucks, Dump, 6 C. Y.	Underrun	310	"	13.00	-4,030.00
(10) Trucks, Dump, 10 "	Overrun	1,000	"	13.00	13,000.00
(11) Trucks, Dump, 20 "	Underrun	500	"	25.00	-12,500.00
(12) Trucks, Flatbed, 1½ Ton	Overrun	200	"	10.00	2,000.00
(13) Trucks, Pickup, 3/4 Ton without Cover.	Underrun	750	"	2.00	-1,500.00
(14) Trucks, Sprinkler, 4500 Gal. w/Pump	Overrun	50	"	15.00	750.00
(15) Loader, Wheel Type, 3/8 C. Y. Comb.		0			0
(16) Loader, Wheel Type, 1 C. Y.	Underrun	330	"	14.00	-4,620.00
(17) Loader, 4 Wheel Drive, 4 C. Y.	Underrun	200	"	30.00	-6,000.00
(18) Loader, Crawler, 2 C. Y.	Overrun	1,160	"	30.00	34,800.00
(19) Roller, Vibratory, With Power		0			0
(20) Roller, Grid, With Power		0			0
(21) Tamper, Gas. Engine, Hand Operated	Overrun	50	"	10.00	500.00
(22) Pump, Portable, 3/4 Inch	Overrun	900	"	5.00	4,500.00
(23) Saw, Portable, Chain, Min. 36" Bar	Overrun	900	"	15.00	13,500.00
(24) Wagon Drill, 3½ " w/Compressor	Underrun	3.5	"	26.00	-91.00
(25) Explosives	Overrun	4,000	lb.	0.60	2,400.00
(26) Foreman	Overrun	2,100	hr.	6.75	14,175.00
(27) Laborers	Overrun	7,500	"	4.75	35,625.00
(32) MC-250 Asph. in Prime	Underrun	350	ton	50.00	-17,500.00
(36) Loose Riprap	Overrun	20,000	C. Y.	2.45	49,000.00
				Total	170,839.00

Oakridge-Salt Creek Tunnel Section Willamette Highway Contract # 6553

EXPECTED OVERRUNS AND UNDERRUNS
PRICE AGREEMENTS

Item		Quantity	Unit Price	Amount
P. A. # 1, ½ Ton Pickups without Operator	Overrun	300 hr.	$ 1.50	$ 450.00
P. A. # 2, Sprinkler Truck, 3,700 Gal.	Overrun	300 "	12.30	3,690.00
P. A. # 3, Wind Machines	Underrun	6 "	1.00	-6.00
P. A. # 4, Jackhammers, Min. 51 lb.		0		0
P. A. # 5, Air Compressor, 160-210 Cu. Ft.	Overrun	60 "	5.30	318.00
P. A. # 6, Sprinkling Trucks, Overtime		0		0
P. A. # 7, Power Shovel, 2½ C. Y. with Backhoe	Overrun	198.5 "	38.00	7,543.00
P. A. # 8, Move Bridge		0		0
P. A. # 9, RS-1 Asphalt in Sprinkling	Overrun	11,000 Gal.	0.38	4,180.00
P. A. # 10, 2 3/4 C. Y. Loader, 4 Wheel Drive	Overrun	250 hr.	25.00	6,250.00
P. A. # 11, Tractor, Min. 200 H. P., with Ripper	Overrun	175 "	30.00	5,250.00
			Total	27,675.00

FORM CO-12 UNITED STATES GOVERNMENT
A.O. 20

RECEIVED
JUL 15 1965

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE
Salem, Oregon 97301

FOR [illegible]

TO: ERFO-101(2)
Mr. Norman C. Cooper, State Highway Engineer
Salem, Oregon

DATE: July 1, 1965

In reply refer to: 00-35.4-DA

FROM: H. M. Parsons, Division Engineer
Portland, Oregon

By: C. N. Brooks
District Engineer

SUBJECT: Oregon Project ERFO-101(2)
Cottage - Eagle Creek Tunnel Section
Willamette Highway
State Force Order #1

Mr. Young's letter of May 4, 1965 furnished copies of subject State Force Order covering the furnishing and installing of signs and barricades for the Eagle Creek bridge detour on subject ERFO project. This letter confirms our April 13, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures in accordance with 23 CFR 6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter and in the estimated amount of $1000.00 with Federal participation of 100%.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

REFERRED TO
dlj [illegible]
Asst. State Hwy. Engr.
7-12-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE P[illegible] SAVINGS PLAN

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Eagle Creek-Salt Creek Tunnel Date April 14, 1965

Highway Willamette Contract No. 6553 F. A. Project No. ERFO-101(2)

County Linn Prefix 20-1014 Account No. 274-01

Description of Work To Be Done:

Furnish and install signs and barricades for Eagle Creek Bridge detour. Work has not started. Telephone approval of this SFO received 4-13-65 from John Quiner II, Asst. Div. Engr.

Location by Station Numbers:

Station 1900 - 1930

Estimate of Quantities and Costs:

Signing and barricades, lump sum - - - - - - - - $1,000.00

Explanation:

This detour is necessary during construction of the Eagle Creek structure. It was not constructed for the convenience of the contractor and signing and barricading is a State obligation.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,680,402.37
Present estimate of project cost, including $1,000.00 for work under this order	$1,680,402.37
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line for use of Salem Office

Submitted by: /s/ Arleigh Anderson
Resident Engineer

Approval Recommended: / / G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approved Recommended: /s/ John Quiner II
Asst. Division Engineer

Approved: /s/ L. H. Young
Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form CD-12
(11-63)
(Pres. by
A.O. 206-10)

RECEIVED
JUL 15 1965
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

ERFO-101(2)
6553

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 1, 1965

In reply refer to: 08-35.4-DA

By:
C. K. Brooks
District Engineer

SUBJECT: Oregon Project ERFO-101(2)
Oakridge - Salt Creek Tunnel Section
Willamette Highway
State Force Order #2

Mr. Young's letter of May 13, 1965 furnished copies of subject State Force Order covering seeding of slopes on subject ERFO project. This letter confirms our May 7, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures in accordance with FPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter and in the estimated amount of $600 with Federal participation of 100 percent.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

REFERRED TO
[signature]
Sr. Asst. State Hwy. Engr.

7-2-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Office Bridge-Salt Creek Tunnel Date April 30, 1965

ERFO-101(2)

Highway Willamette Contract No. 6553 F. A. Project No.

County Lane Prefix 20-1014 Account No. 224-02

Description of Work To Be Done:

Seed slopes.
Work has not started.

Location by Station Numbers:

2188 - 2196, 1897 - 1906, 1734 - 1742.

Estimate of Quantities and Costs:

Seeding	3 Acres	$600.00
	Total	$600.00

Explanation:

This is an anticipated item contained in the project authorization. The amount is in conformance with the original authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,680,402.37
Present estimate of project cost, including $600.00 for work under this order	$1,680,402.37
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Arleigh A. Anderson
Resident Engineer

Approval Recommended: /s/ C. L. Docker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II
Asst. Division Engineer

Approved: /s/ L. H. Young
Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form CD-12
(11-63)
(Prns. by
A.O. 200-10)

UNITED STATES GOVERNMENT

RECEIVED
JUL 15 1965

Memorandum

FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE
Salem, Oregon 97301

DATE: July 1, 1965

In reply refer to: 08-35.4-DA

TO : ERFO-101(2)
Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : 6552
A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ERFO-101(2)
Oakridge - Salt Creek Tunnel Section
Willamette Highway
State Force Order #3

Mr. Young's letter of May 13, 1965 furnished copies of subject State Force Order covering mulching of slopes on subject ERFO project. This letter confirms our May 7, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter and in the estimated amount of $1400.00 with Federal participation of 100 percent.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

REFERRED TO
[illegible]
BY ASST. STATE HWY. ENGR

Knight Young
U-1 Rd.
7-12-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-103—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Oakridge-Salt Creek Tunnel Date April 30, 1965

Highway Willamette Contract No. 6553 F. A. Project No. ERFO-101(2)

County Lane Prefix 20-1014 Account No. 238-03

Description of Work To Be Done:

Mulch slopes.
Work has not started.

Location by Station Numbers:

2188 - 2196, 1897 - 1906, 1734 - 1742.

Estimate of Quantities and Costs:

Mulching - - 3 Acres - - $1,400.00

Total - - $1,400.00

Explanation:

This is an anticipated item contained in the project authorization. The amount is in conformance with the original authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line for use of Salem Office
Project authorization	$1,680,402.37	
Present estimate of project cost, including $1,400.00 for work under this order	$1,680,402.37	
Expected under-run / over-run (amount)	$ 0	
Expected under-run / over-run (per cent)	0	

Submitted by: /s/ Arleigh A. Anderson
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II
Asst. Division Engineer

Approved: /s/ L. H. Young
Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
MAY 25 1965
FOR FILING

FORM S-90R—GEN—1-65 SP*6416-734

EL-C-1.1(2)
6553

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1965

To:

MEMO TO THE FILES

SUBJECT: Letter, May 14, 1965 from
Carl Williams, Ass't. Division Engineer
Proposed Change from Plans of Drainage
at Goebel Creek
Oakridge-Salt Cr. Tunnel Section
Willamette Highway
Contract No. 6553

On May 21, 1965, Arleigh Anderson, Resident Engineer, Carl Williams, Assistant Division Engineer, and myself inspected the drainage problem at Goebel Creek on the subject project.

After examination and discussion of the proposed change, it was decided to abandon the proposal as per the letter, and construct the drainage facility on the basis the plans show but with some minor adjustments. An approximate 100-foot radius curve can easily be made for the channel alignment of Goebel Creek at the entrance from the draw just northerly of the highway, thus allowing this creek to drain into Salt Creek below the highway rather than piping it through the fill and dumping it into Salt Creek upstream from the roadway. This will necessitate a small amount of excavation on the point of the ridge to make the channel change but will eliminate the 72-inch pipe as proposed. Riprapping will be necessary, approximately the same as shown on the plans. This method is more economical and also will provide a better drainage facility.

There was no apparent flood problem at this area and with increased channel size and riprapping, no problem is anticipated.

NOTED

John H. Walker
Assistant Construction Engineer

JHW:fp
cc: F. B. Klabee
L. R. Chandler
A. A. Andersen

RECEIVED
MAY 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 13 1965

May 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 238, covering mulching slopes on the Oakridge-Salt Creek Tunnel Section of the Willamette Highway in Lane County, Contract No. 6553 in connection with Federal Aid Project No. EmFO-101(2).

This work is necessary for erosion control. The contractor is neither properly staffed or equipped to do the work. The State has trained personnel and specialized equipment to do the work economically and expeditiously. The amount of the work is too small to warrant a separate contract.

The total estimated cost of the work is $1,400 with Federal participation of $1,400.

The work was recommended for approval by the BPR Area Engineer, May 7, 1965. Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VO:bb

Enc.

RECEIVED
MAY 13 1965

May 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 224, covering seeding slopes on the Oakridge-Salt Creek Tunnel Section of the Willamette Highway in Lane County, Contract No. 6553 in connection with Federal Aid Project No. BRFO-101(2).

This work is necessary for erosion control. The contractor is neither properly staffed or equipped to do the work. The State has trained personnel and specialized equipment to do the work economically and expeditiously. The amount of the work is too small to warrant a separate contract.

The total estimated cost of the work is $600 with Federal participation of $600.

The work was recommended for approval by the BPR Area Engineer, May 7, 1965. Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

VG:bb

Enc.

RECEIVED
MAY 5 - 1965
FOR FILING

May 4, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 274, to cover signs and barricades for Eagle Creek Bridge detour on the Oakridge-Salt Creek Tunnel Section of the Willamette Highway in Lane County, Contract No. 6553 in connection with Federal-Aid Project No. BRFO-101(2).

This work is necessary for the direction and guidance of traffic to and over the detour. The State has the necessary signs, special equipment and crews available to do the work more economically and expeditiously than by force account. Performance of the work by State Forces is in the public interest.

This work was tentatively recommended for approval by the B.P.R. Area Engineer and the field authorized to proceed April 13, 1965 as an emergency measure. Your approval of the order as of that date, on the actual cost basis, under the provisions of PPM 21-6.3 is requested.

The estimated amount of the order is $1,000.00 with Federal participation 100%.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

O/Tier

Enc.

cc: F. D. Morgan
R. H. Chase

Form F 208-6M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contract ... Section of project ... Federal funds
Date ... 1965
APR 8
U.S. Bureau of Public Roads

Project Name Oakridge-Salt Creek Tunnel Date March 12, 1965

Highway Willamette Contract No. 6553

County Lane Prefix 20-1014

Contractor Rogers Construction, Inc. F. A. Project No. ERFO-101(2)

Address 11760 N.E. Glisan St., Portland, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging.

Work has not been started.

Location by station numbers:

Entire project, MP 37.24 to MP 55.13

Estimate of quantities and cost:

Flagging, state share, in accordance with project authorization-$8,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

As set forth in Article 7-30 of the Standard Specifications for Highway Construction, issue of 1964.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,680,402.37
Present estimate of project cost, including $8,000.00 for work under this order	$1,680,402.37
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/Arleigh A. Anderson, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Orig. Young 4-8-65

RECEIVED
MAR 23 1965
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

March 8, 1965

Original signed by
A. W. Parsons
Div. Engineer

08-35.2-SC

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project EEFO-101(2)
Oakridge-Salt Creek Tunnel Section
Grading and paving

As requested in Mr. Young's letter of March 5, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of March 3, 1965 in the award of contract No. 6353 to Rogers Construction, Inc. of Portland, Oregon, low bidder in the amount of $1,482,691.00 at the March 3, 1965 bid opening.

Mr. Young's advice is assumed to mean that you have the necessary permit-of-entry or special use permit from the Forest Service in file.

The plans, specifications and estimate did not clearly indicate that repairing haul roads was considered to be incidental construction which could be eligible for Federal participation under certain conditions. Justification and a brief description of the extent of such work should be provided in accordance with Mr. G. H. Williams' September 10, 1964 circular memorandum if participation in such costs is desired.

Original To Young
3-23-65

NOTED
LLOYD R. SHAW

RECEIVED
MAR 5 - 1965

6553

March 5, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of March 3, 1965 is requested in the award of contract for the Oakridge-Salt Creek Tunnel Section, Project No. ERFO-101(2).

The contractor receiving the award is Rogers Construction, Inc., in the amount of $1,482,691.00 with the contract No. 6553 assigned. This bid was received on March 3, 1965 and awarded March 3, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:mb

RECEIVED
MAR 4 - 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. PRIDLEY,
WASCO
DAVID B. SIMPSON,
PORTLAND
FLOYD QUEKY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 3, 1965

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon 97220

Gentlemen:

The State Highway Commission on March 3, 1965, awarded to you State Highway Contract No. 6553 for the following project:

Oakridge-Salt Creek Tunnel Section of the Willamette Highway in Lane and Klamath Counties

This award was based on your low bid of $1,482,691.00 which was submitted to the Commission on March 3, 1965, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
MAR 1 - 1965
FOR FILING

FORM E-301 (1M) 7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1965

To: MEMO TO THE FILES

SUBJECT: Meeting with U. S. Forest Service Officials
Oakridge-Salt Creek Tunnel Section
Willamette Highway

On February 23, 1965 a meeting was held at the Resident Engineer's office in Oakridge to discuss the coordination necessary between the Forest Service and the State Highway Department mainly in regard to the salvaging of merchantable timber and disposal of debris and other subjects related to the restoration of the highway due to the December flood.

In attendance were the following:

A. L. Borseth - District Ranger
Don Culver - Recreation and Lands Department
L. W. Rulien - Assistant Division Engineer
Arliegh Anderson - Resident Engineer
John H. Walker - Assistant Construction Engineer

The Forest Service officials advised us that they had or would have immediately 4 timber sale contracts under way in the Salt Creek area and that their contract called for sale of the merchantable timber and, as well, the cleanup and disposal of debris along the route of the creek. These contracts also include the areas of roadway damage and where we desire channel changes.

It was pointed out and discussed that unless both the Forest Service and Highway Department were in close contact and cooperation that double payment would be made that is unnecessary.

It was agreed that the Forest Service would first, wherever possible, direct their contractors to the areas where we are involved with roadway and channel changes so as to get these areas cleaned up prior to our need for them. Where it was impossible to make this arrangement and if it was necessary for our contractor to cleanup an area, which was within their contract area, our contractor would be required only to deck or pile the designated merchantable timber and pile the debris for future disposal by the Forest Service contractor. Of course, in areas outside their contract locations, it will be necessary to pile the merchantable timber and dispose of the debris.

NOTED
LLOYD P. SHAW

The above will in no way conflict with our plans or specifications, but will necessitate close cooperation.

It appears that some damage was done to an approximate 1/2 mile section of forest service road by our emergency contractor (Peter Kiewit) where riprap was hauled. This damage was mainly at the Kelsay Bridge area. We will again be using this roadway and we agreed that it would be our obligation to restore the road to its original shape. This will probably require some crushed rock as a light surfacing as well as ditching and blading.

At this meeting the Forest Service personnel was informed that if they wanted the old Salt Creek bridges, they could have them under the following conditions: the Upper Salt Creek bridge is available now and could be had at no cost if they would remove it themselves prior to the time the area was required for reconstruction purposes. If it was necessary for our contractor to remove it under the contract bid item, they could have it at the unit bid cost. The first or Lower Salt Creek bridge will not be available until the new one is constructed and the new highway section in operation. At that time it could be disassembled and they pay the costs or possibly they could remove it themselves if proper arrangements could be made for the cleanup of the old abuttments, etc. They will take this matter up and advise us what action they wish to take at an early date.

The above are the main subjects discussed at this meeting.

John H. Walker
Assistant Construction Engineer

JHW:bjm

RECEIVED
FEB 19 1965

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: February 17, 1964

In reply refer to: 08-35.3-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon
By T. Dec, Engineering Coordinator

SUBJECT: Oregon Emergency Program - Flood of December 1964

Our Washington office has reviewed and approved the below listed projects on the subject program, effective February 11, 1965:

Item	Project	Location	Work
16	ERFO-101(2)	Salt Creek Tunnel, W.	Repairs
21	ERFO-105(1)	Sardine Crk.-Santiam Jct.	Repairs
22	ERFO-104(2)	FAS Rtes, Josephine Co.	Repairs
23	ERFO-103(3)	FAS Rtes, Jackson Co.	Repairs
27	ER- 109(1)	Galice-Merlin Co. Rd.	Repairs

These projects shall be governed by PPM 23-1.

This approval is given with token financing in the amount of 5% of emergency funds with the understanding that the Federal share may be subject to increase to the regular prorata if and when additional emergency funds become available. However, this approval cannot serve as a commitment or obligation on part of the United States to provide such additional funds.

On Item 21, ERFO 105(1) Sardine Creek-Santiam Junction, determination of the eligibility of replacing the precast beam at the Boulder Creek Bridge is under consideration by our Washington office.

You are authorized to proceed with the preliminary engineering on Item 16, ERFO 101(2) and Item 21, ERFO 105(1).

Federal Emergency Funds approved to date are summarized as follows:

	63% funds	63% token funds	100% funds	100% token funds
Previous	$ 717,500	0	$ 2,874,660	0
This action	0	$10,500	0	$ 208,880
New balance	$ 717,500	$10,500	$ 2,874,660 *	$ 208,880
Totals:	$728,000		$3,083,540	

NOTED
LLOYD P. SHAW

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Original To Young
2-19-65

* Includes $1,410,000 under agreement by Public Roads and $169,530 for Indian Reservation Roads.

The total estimated cost for these projects is $4,387,700.

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MAR 4 - 1965
FOR FILING

Mr. Burrent Cooper
State Highway Engineer
Salem, Oregon

February 16, 1965

Original signed by G. R. Brooks
Dist. Engineer

08-35.2-BA

W. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks, District Engr.

Oregon Project EXFO-101(2)
Oakridge-Salt Creek Tunnel Section
Grading and Paving

P. S. & E. documents for the subject project are hereby approved. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all right-of-way is available for the project except parcels of Forest Service lands and that you will obtain the necessary permit of entry from that agency prior to our concurrence in award.

The use of the Standard Specifications for Highway Construction - 1964, is approved for use on this specific project subject to the following limitations: The proprietary reference to AWPA Standard Specifications under Articles 421 and 731 is not approved under the provisions of paragraph 5d of PPM 40-3.1. A special provision or supplementary standard specification should be submitted to ensure Federal participation in bid items for which wood preservatives are used with reference to AWPA.

The use of your Standard Specifications for Asphalt Cements (Revision of January 1965) is approved for use on this specific project.

The use of Division I - General Requirements, Article 8-1 Subletting, dated 12-1-64, Supplemental Standard Specification is approved for use on this specific project.

Attachment

Original to Young with attach.
3-4-65

NOTED
LLOYD P. SHAW

RECEIVED
FEB 15 1965
FOR FILING
ERFD 101(2)

February 11, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: ERFO 101(2)
Rigdon Rd. Jct.-Salt Cr.
Tunnel Section

Dear Sir:

Request is hereby made to modify the program on Item 16, ERFO 101(2) to accommodate a later and more accurate estimate from that originally submitted. The PR-1 should be changed from:

	Total Estimated Cost	Federal Funds	State
PE	$ 2,000	$ 2,000	0
Construction	$1,800,000	$1,800,000	0
	$1,802,000	$1,802,000	0

to:

	Total Estimated Cost	Federal Funds	State
PE	$ 2,000	$ 100	$ 1,900
Construction	$2,548,000	$127,400	$2,420,600
	$2,550,000	$127,500	$2,422,500

The above change contemplates the Federal share will be 5% on this and future Federal-aid for emergency fund projects subject to later full prorata share upon appropriate Congressional action.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

LHY:mb

cc: Forrest Cooper
L. H. Young
C. H. Matson
R. N. Chase

Salt Cr. Tunnel
ERFO-101 (2)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PRO

(PPM 21-

CARD 2	REPORT NUMBER (18)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		ADT	PRESENT	FUTURE (66)(70)	YEAR (71)(72)				
	1	SR 58 Salt Cr. Tunnel W. 17.9 Mi.			1,800	3,800	80				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUFV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH'Y (74)(75)			
	Gr., Dr., AC Pave., 3 Strs.		21				64-1				
CARD 4	CLASS OF FEDERAL FUNDS						COUNTY NAME				
	Emergency Relief										
	NAME OF URBAN AREA 17-31						ROUTE NO. F	FEDERAL-AID 29			

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (59)(66)	ESTIMATED PROJECT COST: FEDERAL FUNDS (67)(76)
1										
5					PE		SR 58 Salt Cr. Tunnel, west 17.9 miles (MP 37.24 to MP 55.13)		2,000	2,000
5					ROW					
5					CONST (CODE)				1,800,000	1,800,000
								17.89	2,000,000	2,000,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16)(23)(24)(33)

or destroyed by heavy rainstorm and flood c

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
65	ADT	1,800	3,800 (66)(70)	80 (71)(72)	08	Oregon	35 (2)(3)	092 (4)(9)	16 (14)(18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	64-1 (72)(73)	(74)(75)	ERFO- 14 23	101(2) 7 13		(24)(26)	27

Relief

COUNTY NAME: Lane — CODE: 039 (14)(16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. F — FEDERAL-AID: 29 (32) — STATE: 18 (36)(37) — U.S. (41)

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54)(58)	(59)(66)	(67)(76)			
1,		2,000	2,000			PS & E preparation. Grade, drain 2-12' lanes high-type pave. 4' shoulders. Channel change excav. 3 bridges, 400'. (Contract Method) ROW-80' Min.; Access Control-Partial; Park. Restrictions - None.
		1,800,000	1,800,000			
	17.89	2,000,000	2,000,000			
	(16)	(23)(24)	(33)			

REMARKS Permanent reconstruction of highway damaged, or destroyed by heavy rainstorm and flood of Dec. 22, 1964. Also see Item 15, Proj. ERFO-101(1).

USCOMM DUSCOMM-DC 48905-P61

RIGDON ROAD JC. (MP 37.24)-SALT CR. TUNNEL SECTION (MP 55.13)

PROJECT NO. ERFO-101(2)

Existing Facilities

Roadway: Two 11' lanes asphaltic concrete with four-foot shoulders. The west end connects to a similar facility and the east end to 2-12' lanes with 4' shoulders.

Structures: Three structures destroyed by the extreme high water were one 100' steel span (MP 38.23), one 156' steel span (MP 42.87) and one 42' concrete span (MP 48.3). H.C. on all were 24'.

Project Data

The proposed project consists of completion of required grading and drainage, construction of rock base and two 12' lanes of asphaltic concrete pavement with 4' shoulders. Major channel change construction and riprap placement will be required to protect the roadbed from future high water damage.

The approximate entire section of the highway was severely damaged, resulting in partial to complete destruction by the heavy rainstorm and resulting flood waters which occurred on Dec. 22, 1964. The three bridges destroyed, approximately 300' in length, are to be replaced by new structures.

Temporary operations and emergency repairs are being programmed concurrently under Item 15, Project ERFO-101(1).

Approximate major quantities which generate the cost of the project are estimated as follows:

Roadway Embankment	50,000 Cu.Yds.
Channel Change Excavation	400,000 Cu.Yds.
Riprap	200,000 Cu.Yds.
Surfacing	40,000 Cu.Yds.
Asphaltic Concrete	14,000 Tons
3 Bridges	400 Lin.Ft.

Unusual Situation

Within project limits it will be necessary to remove a large quantity of drift logs to permit reconstruction operations and necessary channel changes. The logs, property of U.S. Forest Service, will be stockpiled adjacent to the highway.

FAP-528(1) Sunnyview Ave.-Center St. 1965
Sec., FAS 741 (Lancaster Dr.)
#6554 Grad., Pav. & Tr. Signals

C&A 2789

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 87675

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-19-66	CC 1014		521-1014-297

NOTED
H. S. COX

NOTED
C. H. FRANCE

Contract 6554
8-528(1)

- Marion County
- Courthouse
- Salem, Oregon
-

Attn: Board of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Sunnyview Avenue-Center Street, FAS 711 covered by agreement dated July 15,1964.			
County advance deposit		57,300.00	
Less amount previously transferred		40,300.00	
			17,000.00
County share construction cost		53,311.81	
Less amount previously transferred		40,300.00	
			13,011.81
To be refunded			3,988.19

ACKNOWLEDGED

By .....

RECEIVED
APR 22 1966
ENGINEER
RURAL & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

STATE COPY

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NOV 16 1965
FOR FILING

Division Engineering Number
FAP-8 528(1)

FORM PR-2A (5-[illegible]7)
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)
11-4-65

State: Oregon
County: Marion
Project number: S-528(1)

1554

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 29, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 290,361.00

Revised Federal funds $ 184,200.63

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 4th day of November, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By XX A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 61120-P63

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
4-11		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
4		Marion
		PROJECT NO.
		S-528(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. from Jc. FAS 738 N. 1 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-22-65	1.034
*OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 279,249.00	$ 177,180.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stone

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer: March 29, 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 5905-P64

Oregon State Highway Department

Federal-Aid
Project No. S-528(1)

SUNNYVIEW AVE.-CENTER ST. SECTION OF THE

COUNTY ROAD PAS 741 (LANCASTER DRIVE) IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 15, 1965

Type Code 6202
Roadway (Sta. 45+00 to Sta. 99+50) (Contract No. 6554)

Clearing and Grubbing	All Required			$ 7,500.00
General Excavation, Unclassified	22,500	cu.yds.	$ 1.40	31,500.00
Finishing Roadbed and Slopes	1.03	mi.	1,000.00	1,030.00
Trench Excavation	3,050	cu.yds.	2.10	6,405.00
Watering	530	M-gals.	2.50	1,325.00
RS-1 Asphalt in Watering	4,560	gals.	0.30	1,368.00
Subbase	16,700	tons	1.75	29,225.00
3/4" - 0 Material in Base	3,800	tons	2.50	9,500.00
Stone Base	10,600	tons	2.20	23,320.00
RS-1 Asphalt in Tack Coat	2	tons	50.00	100.00
Class "D" Asphalt Concrete	7,500	tons	6.30	47,250.00
12-inch Culvert Pipe	22	lin.ft.	3.00	66.00
8-inch Storm Sewer Pipe	1,580	lin.ft.	1.90	3,002.00
10-inch Storm Sewer Pipe	1,600	lin.ft.	2.10	3,360.00
12-inch Storm Sewer Pipe	1,150	lin.ft.	2.30	2,645.00
15-inch Storm Sewer Pipe	760	lin.ft.	3.00	2,280.00
18-inch Storm Sewer Pipe	1,080	lin.ft.	3.40	3,672.00
21-inch Storm Sewer Pipe	1,000	lin.ft.	3.80	3,800.00
27-inch Storm Sewer Pipe	820	lin.ft.	5.50	4,510.00
30-inch Storm Sewer Pipe	1,000	lin.ft.	6.40	6,400.00
36-inch Storm Sewer Pipe	420	lin.ft.	8.50	3,570.00
Concrete Manholes	12	only	225.00	2,700.00
Concrete Inlets, Type "P"	45	only	80.00	3,600.00
Adjusting Boxes	10	only	15.00	150.00
Concrete Curbs	630	cu.yds.	32.00	20,160.00
Extra for A.C. Concrete Approaches	60	only	30.00	1,800.00
Extra for A.C. Concrete Walks	4,500	sq.yd.	1.25	5,625.00
Traffic Signal Installation, Complete	All Required			26,000.00
				$251,863.00
Flagging (57½ of Contractor's Cost)	All Required			2,000.00
				$253,863.00
	10% Engr. & Cont.			25,386.00
	Total			$279,249.00

Length of Roadway - - - - - - - - - - - - - - - 1.034 mi.
Cost of Roadway per mile - - - - - - - - - - $270,066.73

Federal Funds -	$177,180.00
State Funds -	51,034.50
County Funds -	51,034.50
	$279,249.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939

RECEIVED
OCT 26 1965
FOR FILING
FAP-SES(1)
6554

October 26, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6554 awarded to Salem Road and Driveway Company for grading, paving, and traffic signals on the Sunnyview Avenue-Center Street Section on FAS 741 (Lancaster Drive) in Marion County was completed on August 13, 1965, and accepted by the Highway Commission on October 18, 1965.

Final payment in the amount of $12, 496. 29 will be released to the contractor after November 2, 1965. The total contract amount is $269, 374. 30 including $2, 265. 72 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Salem Road & Driveway Company
P. O. Box 603
Salem, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 20 1965
FOR FILING

FAP-S-2Y(1)

6554

October 18, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed August 13, 1965, on Contract No. 6554. The contract was with Salem Road and Driveway Company and was for grading, paving and traffic signals on the Sunnyview Avenue-Center Street Section of FAS 741 in Marion County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective October 18, 1965, and that you concur in this procedure at the Commission meeting on November 4.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maleen
R. D. Asburry

bg

524-1064

FAS # 741
Marion County

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
H. S. COX

NOTED
RICHARD UNREIN

October 11, 1965

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

Marion County Highway Department
Marion County Court House
Salem, Oregon

Attention: Mr. Dan R. Chaney

Subject: Sunnyview Ave.-Center St. Section
(Lancaster Drive)
Contract No. 6554

NOTED
H. S. COX

Gentlemen:

NOTED
R. H. PRANGE

Returned herewith Resolution No. 1466 in connection with the acceptance by Marion County Board of Commissioners of the subject section.

Also inclosed are the plans and specifications for this project.

Very truly yours,

R. D. Asburry
Division Engineer

By JGC

John G. Canfield
Division Office Engineer

JGC:am
cc H. S. Cox

RECEIVED
OCT 12 1965
ENGINEER
COUNTY & CITY DIVISION

FORM E-30 SOM 2-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1965

NOTED
H. S. COX

To: Mr. Floyd Query
O F F I C E

SUBJECT: FAS-C Construction Project
Lancaster Drive, FAS 741
Sunnyview Avenue-Center Street
Grading, Paving, & Traffic Signals
Contract #6554

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Herewith Marion County Board of Commissioners' Resolution #1466 accepting subject project.

Please execute or pass on to the Assistant State Highway Engineer, Mr. F. B. Klaboe, for execution and after such execution return it to this office for further processing. (Retain a copy for general files.)

This is not the regular procedure for accepting or rejecting such a project and this office will strive to discourage any more than a letter pertaining to same hereafter.

H. S. Cox
County and City Engineer

By

D. N. Harwell
Office Engineer

DNH:mm

Att.

cc: F. D. Morgan
R. D. Asburry

NOTED
C. W. HEAD

FAS 741

BEFORE THE BOARD OF COMMISSIONERS IN THE STATE OF OREGON
FOR THE COUNTY OF MARION

7-31-65

RECEIVED
OCT 22 19
ENGINEER
COUNTY & CITY DIVISION

In the Matter of final acceptance of the improvement of Market Road #93, Lancaster Drive N. E., from Center Street N. E., to a point approximately 500 feet North of the centerline of Sunnyview Avenue N. E., all in Sections 19 and 30, Township 7 South, Range 2 West, Willamette Meridian, Marion County, Oregon, all within an 80-foot right-of-way width.

RESOLUTION

FILED
MARION COUNTY, OREGON
1965 OCT 13 PM 3 26
T. HAROLD TOMLINSON
COUNTY CLERK
BY _____ DEPUTY

No. 14666

NOTED
R. H. PRANGE

WHEREAS, the Board of County Commissioners on July 15, 1964, entered into an agreement with the Oregon State Highway Department for the improvement of Lancaster Drive N. E., between Center Street N. E. to a point approximately 500 feet North of the centerline of Sunnyview Avenue N. E., all in Sections 19 and 30, Township 7 South, Range 2 West, Willamette Meridian, Marion County, Oregon, and

WHEREAS, this project was improved under the Federal Aid Secondary Program in which Marion County participated to the extent of 20% of the construction costs, exclusive of right-of-way and additional drainage requirements, and

WHEREAS, the improvement requested by Marion County and approved by the State Highway Department and the Bureau of Public Roads was for a curbed street section, 68 feet wide between curbs, with a 5½-foot asphaltic concrete sidewalk behind the curbs on either side of the improvement, together with necessary signalization at the "D" Street, Market Street and Sunnyview Avenue intersections with said Lancaster Drive N. E., all within an 80-foot right-of-way, and

WHEREAS, said improvement had been made under contract by the lowest bidder, Salem Road and Driveway Co., and is now certified to be completed by the Oregon State Highway Department, through its resident Engineer, and

WHEREAS, Marion County Engineer's Office does further certify that the project was completed in accordance with approved plans and specifications prepared by the Oregon State Highway Department and ~~attached~~ filed with the County Clerk, Marion County, Oregon

NOW, THEREFORE, BE IT RESOLVED, That the Marion County Board of Commissioners enter this final order of acceptance of said improvement and to declare the project as completed as specified.

ORDERED this 24th day of September, 1965.

NOTED
V R JONES

BY ORDER OF THE MARION COUNTY
BOARD OF COMMISSIONERS

Approved:
Gary D. Gortmaker
District Attorney
By Douglas C. Ford Deputy

By Henry A Ahrens
Commissioner

Approved:

NOTED
RICHARD UNREIN

By _____
Commissioner

Street N. E., to a point approximately 500 feet North of the centerline of Sunnyview Avenue N. E., all in Sections 19 and 30, Township 7 South, Range 2 West, Willamette Meridian, Marion County, Oregon, all within an 80-foot right-of-way width.

RECORDED MARION COUNTY, OREGON

No. 14665 65 OCT 13 PM 3 26

NOTED
R. H. PRANGE

T. HAROLD TOMLINSON
COUNTY CLERK
BY ~~15~~ DEPUTY

WHEREAS, the Board of County Commissioners on July 15, 1964, entered into an agreement with the Oregon State Highway Department for the improvement of Lancaster Drive N. E., between Center Street N. E. to a point approximately 500 feet North of the centerline of Sunnyview Avenue N. E., all in Sections 19 and 30, Township 7 South, Range 2 West, Willamette Meridian, Marion County, Oregon, and

WHEREAS, this project was improved under the Federal Aid Secondary Program in which Marion County participated to the extent of 20% of the construction costs, exclusive of right-of-way and additional drainage requirements, and

WHEREAS, the improvement requested by Marion County and approved by the State Highway Department and the Bureau of Public Roads was for a curbed street section, 68 feet wide between curbs, with a 5½-foot asphaltic concrete sidewalk behind the curbs on either side of the improvement, together with necessary signalization at the "D" Street, Market Street and Sunnyview Avenue intersections with said Lancaster Drive N. E., all within an 80-foot right-of-way, and

WHEREAS, said improvement had been made under contract by the lowest bidder, Salem Road and Driveway Co., and is now certified to be completed by the Oregon State Highway Department, through its resident Engineer, and

WHEREAS, Marion County Engineer's Office does further certify that the project was completed in accordance with approved plans and specifications prepared by the Oregon State Highway Department and ~~xxxx

RESOLUTION - Page 2. #1466 MARKET ROAD #93

STATE OF OREGON)
) ss.
County of Marion)

On this 24th day of September, 1965, before me appeared Henry Ahrens and Pat McCarthy, all to me personally known, who, being first duly sworn, did say that they, the said Henry Ahrens, and Pat McCarthy are the members of the Board of County Commissioners of Marion County, Oregon; and that he, the said T. Harold Tomlinson, is the duly elected, qualified and acting County Clerk of Marion County, Oregon, and that the seal affixed to the foregoing instrument is the seal of the Board of County Commissioners of Marion County, Oregon; that said instrument was executed by said Board of County Commissioner members duly and regularly made and entered; and said Henry Ahrens, and Pat McCarthy acknowledged said instrument to be the free act and deed of said County.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first in this, my certificate written.

Notary Public for Oregon

My Commission Expires: MY COMMISSION EXPIRES SEPT. 12, 196[illegible]

INDEXED

76415

PHOTO

STATE of O[illegible]
County of M[illegible]
I Certify that th[illegible]
ceived and duly r[illegible]
MARION COU[illegible]
Book of DEEDS
Page 813
day of OCT 13
at [illegible]
[illegible]

Return to
Marion C[illegible]
[illegible]

County of Marion)

On this 24th day of September, 1965, before me appeared Henry Ahrens ~~xxxRaxxBaxxkxxx~~ and Pat McCarthy, all to me personally known, who, being first duly sworn, did say that they, the said Henry Ahrens, ~~Kxxxxxxxxxx~~ and Pat McCarthy are the members of the Board of County Commissioners of Marion County, Oregon; and that he, the said T. Harold Tomlinson, is the duly elected, qualified and acting County Clerk of Marion County, Oregon, and that the seal affixed to the foregoing instrument is the seal of the Board of County Commissioners of Marion County, Oregon; that said instrument was executed by said Board of County Commissioner members duly and regularly made and entered; and said Henry Ahrens, ~~Kxxxxxxxxx~~ and Pat McCarthy acknowledged said instrument to be the free act and deed of said County.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first in this, my certificate written.

Notary Public for Oregon

My Commission Expires: MY COMMISSION EXPIRES SEPT. 12, 19

INDEXED

PHOTOSTAT COMPARED

764154

STATE of OREGON, } ss.
County of Marion,

I Certify that the within was received and duly recorded by me in
MARION COUNTY RECORDS
Book of DEEDS Vol. 607
Page 813 on the
day of OCT 13 1965 19
at 2:40 o'clock P. M.
T. Harold Tomlinson
Recorder

Deputy

Return to:
Marion Co. Clerk
To mailed Grace

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Sunnyview Avenue–Center Street		WEEK ENDING: August 28, 1965
		SECTION PREFIX: 524-1064
HIGHWAY: FAS 741 (Lancaster Drive)		COUNTY: Marion
NAME OF JOB: Sunnyview Avenue - Center Street Sec.	KIND OF WORK: Grading, Paving and Traffic Signals	
CONTRACTOR: Salem Road & Driveway Company	CONTRACT NUMBER: 6554	FEDERAL AID PROJECT NUMBER: S-528(1)
DATE OF CONTRACT: March 5, 1965	DATE WORK STARTED: March 29, 1965	ESTIMATED COMPLETION DATE: August 13, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 163	CALENDAR DAYS USED 161
	SPECIFIED COMPLETION DATE: August 15, 1965	PERCENT OF TIME ELAPSED: 99
PROJECT AUTHORIZATION: $286,214.62	ENGINEERING AUTHORIZATION: $20,353.04	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $265,861.58	ENGINEERING COST TO DATE: $19,951.56	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $269,473.33		DATE PROJECT WAS COMPLETED: August 13, 1965
ESTIMATED PERCENT OVERRUN XXXXXX: 1 %	PERCENT OF AUTHORIZATION: 98 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.03	1.03			1.03
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.03	1.03			1.03
TOTAL ESTIMATED QUANTITIES (CONTRACT)	22,500	31,100			7,500
TOTAL QUANTITIES CORRECTED TO DATE	21,416	40,460			7,544
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	21,416	40,460			7,544
AVERAGE DAILY QUANTITIES	612	1,010			503
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Cloudy			
THURSDAY	Cloudy			
FRIDAY	Cloudy			
SATURDAY	Cloudy			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No work on the project.
MONDAY	No work on the project.
TUESDAY	No work on the project.
WEDNESDAY	No work on the project.
THURSDAY	No work on the project.
FRIDAY	No work on the project.
SATURDAY	No work on the project.

REMARKS

We will submit the semifinal estimate by next Friday.

FINAL REPORT

SIGNED Arthur Duffy LOCATION Salem, Oregon

Arthur Duffy, Res. Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

RECEIVED
MAR 18 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6554

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 18, 1965

Salem Road & Driveway Company
P. O. Box 603
Salem, Oregon 97308

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6554, awarded March 5, 1965, for grading, paving and traffic signals on the Sunnyview Avenue-Center Street Section of FAS 741 (Lancaster Drive) in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf
Encl.

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

..IGHWAY DEPARTMENT INVOICE

NO. 83997

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-9-65	CC 916		521-100-297

NOTED
DON HUSSELL

Marion County
Courthouse
Salem, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Attn: Board of Comissioners

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			57,300.00
Partial transfer of advance deposit for the Sunnyview Avenue-Center Street Section of #5 7h1.			40,300.00
To be retained			17,000.00

RECEIVED
ENGINEER
CITY DIVIS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Requirement Request: $----------

By ----------

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
DON HARWELL

February 24, 1965

Marion County Board of Commissioners
Courthouse
Salem, Oregon

NOTED
P. B. Arensmeier

NOTED
R. M. ALLISON

Gentlemen:

On February 23, a satisfactory bid was received from Salem Roads & Driveways of Salem for constructing the Sunnyview Avenue-Center Street Section of FAS 741. As per the agreement between the State and County, the following advance deposit is required from the County prior to awarding of a contract:

Bid Items	$251,863.00
Flagging	2,000.00
Move Mail Boxes	550.00
Subtotal.....	$254,413.00
12-1/2% Engineering & Contingencies.....	31,801.63
Estimated Total Cost..	$286,214.63

County Advance Deposit:
20% of $286,214.63 = $57,242.93 ... or say ... $ 57,300.00

Please make this advance deposit in the amount of $57,300 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

cc: Mr. John Andersen, County Engineer

NOTED
V. R JONES

RECEIVED
FEB 11 1965

MISC. CONTRACTS and
AGREEMENTS No. 2789

FAP S-528(1)

Salem, Oregon
February 11, 1965

FAS-C Construction Agreement
Sunnyview Avenue-Center Street Section
S-528(1), FAS 741
Marion County

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer
County & City Div.

Attached is a partially signed copy of FAS-C Construction Agreement with Marion County covering the Sunnyview Avenue-Center Street Section of FAS 741 in Marion County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Marion County Court.

Secretary

FH
Attach: 1

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

RECEIVED JAN 12 1965 FOR FILING

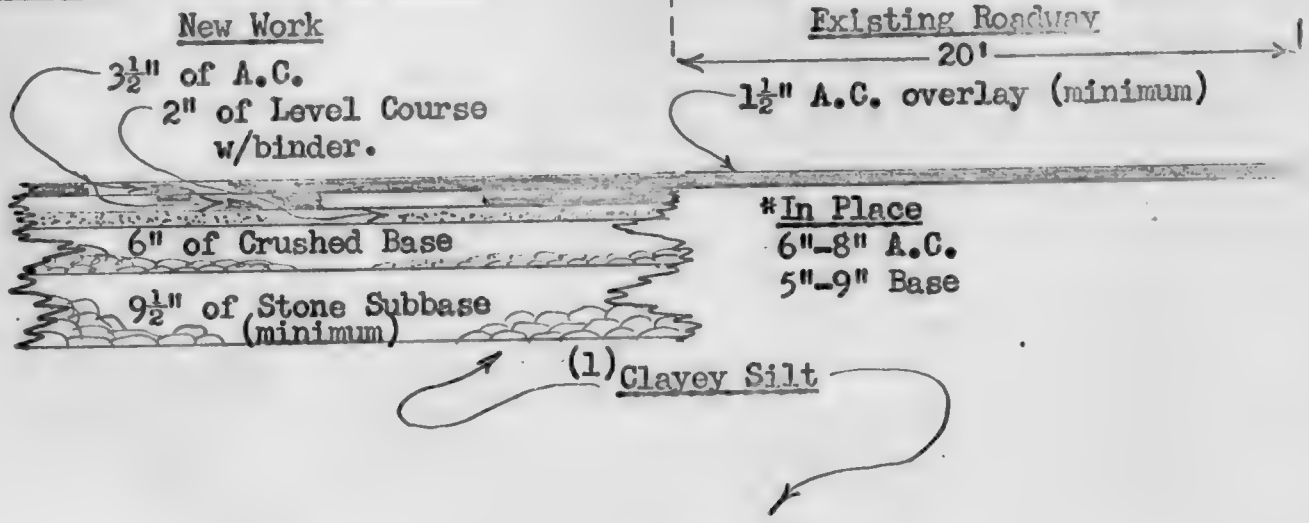
Section SUNNYVIEW AVE. - CENTER ST. Highway F.A.S. 741 County MARION Prefix 524-1(05)

Res. Engr. A. Duffy Approx. Length 0.95 Miles. Sta. _____ to Sta. _____ Date 12-22-64

Truck A.D.T. 128 Traffic Coefficient 8.4 18 kip s.a. per day 90.2.

Annual Precipitation 40" ± Frost Penetration - - - - - -.

(1)
Typical Soil
44 LL
17 PI
96 %P 10
92 %P200
4 %Gravel
1 %C Sand
2 %F Sand
64 %Silt
29 %Clay
20 "R" Value
(Corrected)



CBE Total Req.	Credit	Actual Thick.	
	7	3½	AC
	2	2	Level
	6	6	Cr. Base
	9½	9½	Stone Su base (minimum)
2½	2½	21	

AASHO CLASSIFICATION:
A-7-6 (12)

MATERIAL SOURCES:
To be determined by the Engineer.

*Picture of cores attached.

NOTED
LLOYD P. SHAW

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by T. A. S. for Staff Assistant

Recommended by O. A. White Engineer of Materials

Recommended by O. L. Acker Asst. Construction Engineer

Approved by Floyd A. Stout Asst. State Highway Engineer

SECTION: Sunnyview Dr. - Center St.

HIGHWAY: F.A.S. 741

COUNTY: Marion

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 8800 (Total)

B. Future ADT 16,720 (Total)

C. Mean ADT 12,760 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 2 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 1% x (C) 12,760 = 128

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 128 x (H) 100 % = 128

TRAFFIC COEFFICIENT = $K (I)^{0.119}$

where K = 4.664

= 8.4

SECTION: Sunnyview Ave. - Center Street

HIGHWAY: F.A.S. 741

COUNTY: Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good _____ Fair X Poor _____
   Remarks: _____
5. Cost Comparisons: None made. See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not a consideration
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a problem
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: Not a problem
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Marion County prefers an A.C. Wearing Surface
13. Traffic Safety: Not a consideration
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Not a consideration

CONCLUSION AND REMARKS:

This project consists of widening an existing 2 lane facility to 4 lanes. The present 2 lanes will be incorporated into the new work with a minimum A.C. Overlay 1½". A.C. is more desirable for this type construction and is also Marion County's preference.

Core Samples

Sunnyview Ave. - Center St.
F.A.S. 744 Marion Co.

NOTED
H. S. COX

R. N. CHASE

MEMO TO [redacted]

Date: 12/3/64

FAS 741, MARION COUNTY Sunnyview Avenue-Center Street Section

TERMINI: From a road intersection 0.8 mile north of Four Corners to a road intersection 1.8 miles north of Four Corners.

NOTED
N HARWELL

PROPOSED WORK: Grade, curb, surface, and pave with asphaltic concrete and install three traffic signals.

NOTED
P. B. Arensmeier

PROJECT LENGTH: 1.03 miles.

NOTED
R. M. ALLISON

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$275,000	$165,000	$55,000	$55,000	(County)

EXISTING FACILITIES: 20' asphaltic concrete and 4' gravel shoulders on tangent alignment and minimum +1% grade.

NOTED
R. H. PRANGE

ADJACENT SECTIONS:
NORTH/[redacted] END: 24' asphaltic concrete with 3' [redacted] gravel shoulders.

SOUTH/[redacted] END: Asphaltic concrete paved and curbed section with four 11' lanes, 4' median, and two 10' parking areas.

PROJECT DATA: Grade, curb, and place asphaltic concrete paving 68' wide for four 11' lanes, four-foot median, and two 10' parking areas. Install three traffic signals. Alignment is all on tangent and maximum grade is 0.54%.

RIGHT OF WAY: 80' minimum.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: No exceptions.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: Heavily traveled suburban, industrial, and farm to market route. Serves several industries, suburban housing, and many business establishments.

S-528(1)

NOTED
V. R JONES

VRJ:[redacted]

65-2(7)

November 25, 1964

NOTED
H. S. COX

Marion County Board of Commissioners
Courthouse
TO: Salem, Oregon

Attention: Mr. John Anderson, County Engineer

NOTED
R. M. ALLISON

NOTED
R. H. PRANGE

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

NOTED
P. B. Arensmeier

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310).

NOTED
DON HARWELL

Highway Lancaster Drive (FAS 741)

Section Sunnyview-Center Street

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

Dec. 7, 1964
(date)

By Pat McCarthy

By _____
Commissioner

By Henry Albers
Commissioner

NOTED
V. R. JONES

cc: L. H. Young
12 & 24

Commissioners
Talbot Greenough, Eagle
Chairman
Joseph W. Smith, Klamath Falls
Vice-Chairman
John P. Amacher, Winchester
J. [illegible], Redmond
Wayne E. Phillips, Baker

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

October 9, 1964

CONSTRUCTION DIVISION
RECEIVED
OCT 12 1964

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We acknowledge receipt of your letter of October 5, 1964, containing the prospectuses for:

Sunnyview-Center Street Section, Lancaster Drive, FAS 741, Marion County.

Turner Bridge, Mill Creek Section, Salem-Turner Road, FAS 590, Marion County.

There will be no wildlife problems in connection with either of these projects, so consequently they are approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

Copies to:
L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (4)

OFFICE
STATE HIGHWAY

RECEIVED
OCT 8 - 1964
FOR FILING

10-5-64

Prefix No. 524-1405

LOCATION PROSPECTUS
SUNNYVIEW-CENTER STREET SECTION
LANCASTER DRIVE, FAS 741
MARION COUNTY

NOTED
R. L. FORREST

HIGHWAY: Lancaster County Road, Federal-aid Secondary No. 741.

TERMINI: The northerly terminus is at the junction of Lancaster Drive with Sunnyview Avenue. The southerly terminus is at the junction with Center Street.

LENGTH: 0.95 mile.

NARRATIVE: This is a location survey conducted and prepared by Marion County for grading and paving in the widening of the existing facility. The location data will be submitted to the Highway Department for the preparation of plans, specifications and estimates. Soils investigations will be conducted. Reconnaissance is not needed and an economic analysis is not required. This is an FAS-C project to be constructed with 1965 funds.

CHARACTERISTICS: Existing ADT 6,600; projected ADT 13,200.

STANDARDS: Class "A(4)", deviations from State and AASHO standards are not anticipated.

TYPICAL SECTION: Two 22-foot travel ways separated by a 4-foot median with 10-foot parking widths and 5-foot asphaltic concrete sidewalks. (The County requests integral curb and gutter with 6-inch curb reveal.)

BRIDGE: None

ACCESS: No control, County jurisdiction.

BASE DESIGN: Tentative design for construction is:

Paving	3-1/2"
Top Course Base	2 "
Bottom Course Base	18 "
Total depth	23-1/2"

NOTED
FORREST COOPER

MATERIAL: Local commercial.

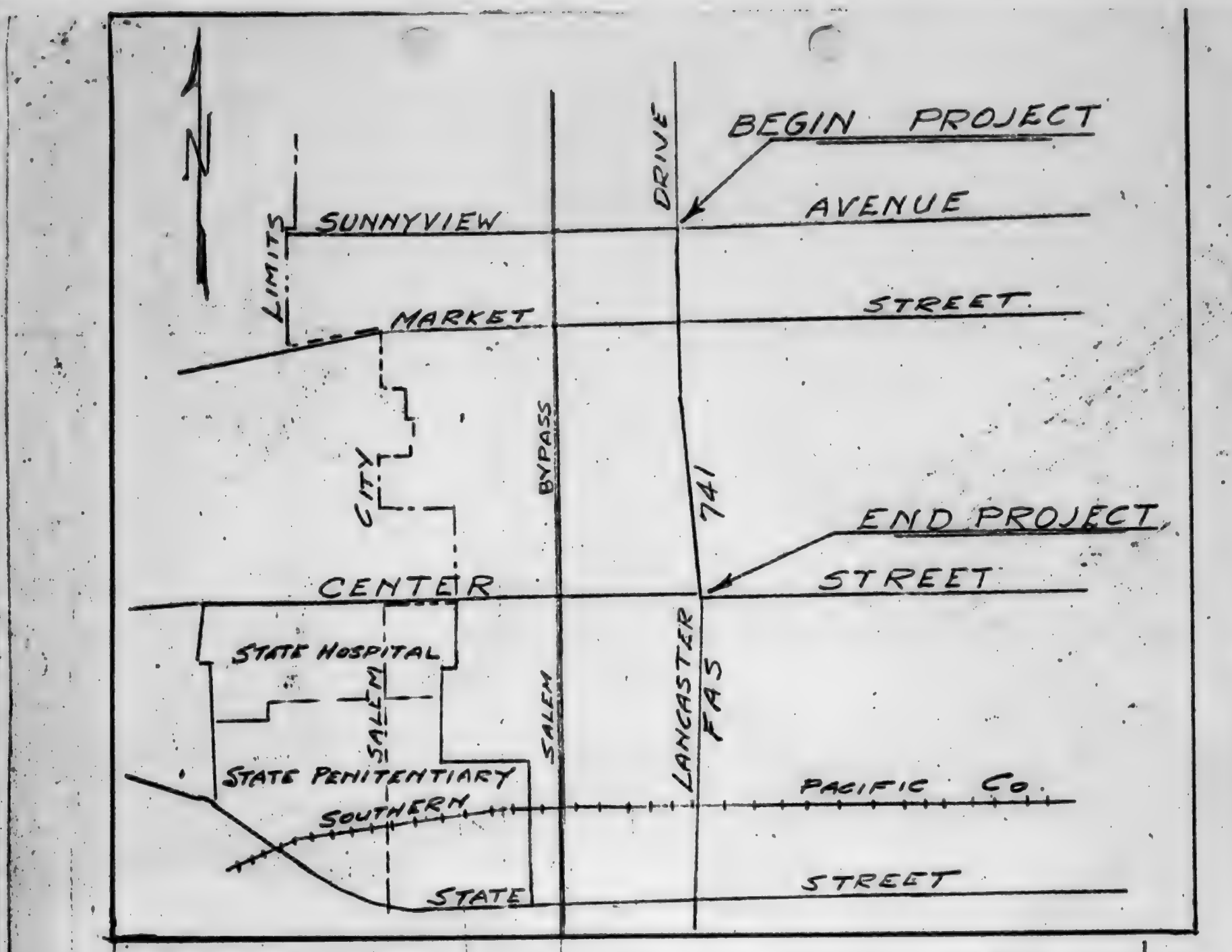
ADDITIONAL FACILITIES: No railroads.

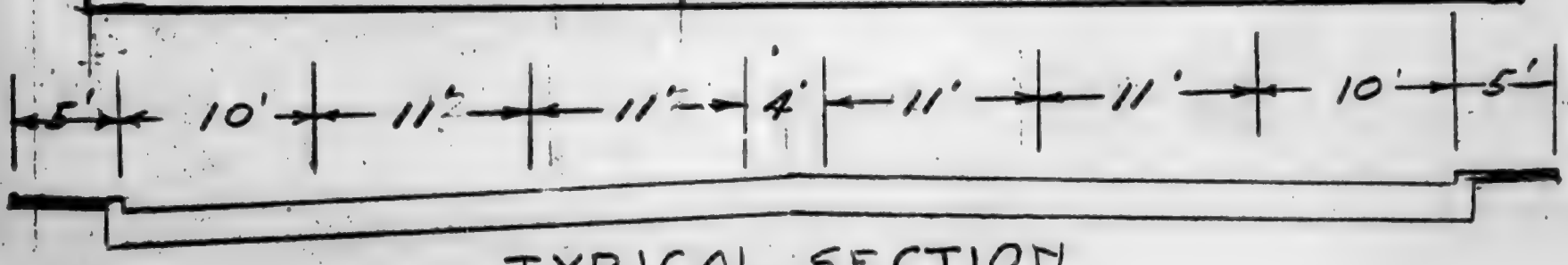
AGREEMENTS: Routine negotiations with Marion County for the FAS-C project. (Signals are requested at "D" and Market Streets and at Sunnyview Avenue)

PARKS: None affected.

October 5, 1964
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
OCT 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER





TYPICAL SECTION

PROSPECTUS MAP

SUNNYVIEW AVE. - CENTER STREET

LANCASTER DRIVE FAS 741

MARION COUNTY

Scale 1"-0.37 Mi. Sept. 1964

Arthur Duffy Res. Eng'r.

MARION COUNTY
PROPOSED FAS PROJECTS (1965 FUNDS)

FAS 590, Salem-Turner, Turner Bridge, Mill Creek, $40,000.
The proposed structure will replace the existing pile trestle bridge which is located in Turner. The new bridge will be on the same site as the present structure. The road will be closed during construction as a suitable detour over city streets is available. The County has requested a bridge with a clear width of 30 feet and with a 5 foot sidewalk on the upstream side.

FAS 741, Lancaster Drive, Sunnyview Avenue-Center Street, grade and pave, 0.95 miles, $275,000.
It is proposed to reconstruct the existing road to 4 lanes with a width of 68 feet between curbs. The County has made the preliminary survey and design and will provide their data to the Highway Department.

64-e addendum
6/29/64

Approved
7/15/64

S-460(2) Jefferson Co. Rds. Sec., FAS 1965
660 & 836, near Cove Palisades
#6555 St. Park & Culver

CNA 2790

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 87356

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-11-	66 [illegible]		51-104?-[illegible]

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

Contract 6555
A-460(2), A-494(3)

NOTED
H. S. COX

- Jefferson County
- Courthouse
- Madras, Oregon
-

Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

NOTED
R. H. PRANGE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Jefferson County Roads, FAS 660 and 836. Covered by agreement dated November 24, 1964.			
County advance deposit		16,[illegible].00	
Amount previously transferred		10,[illegible].00	
Amount retained			6,000.00
County share construction cost		14,346.26	
Amount previously transferred		10,[illegible].00	
			3,546.26
To be refunded			2,453.74

NOTED
V. B.

RECEIVED
MAR 14 1966
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received [illegible] .....

By .....

NOTED
DON HARWELL

RECEIVED
JUL 2 - 1965
FOR FILING

A-460(2)
6555

July 2, 1965

The Travelers Indemnity Company
Fidelity and Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 6555 awarded to Babler Bros., Inc., for stone base and oiling on Jefferson County Roads, FAS 660 and 836, in Jefferson County, was completed on May 28, 1965, and accepted by the Highway Commission on June 29, 1965.

Final payment in the amount of $3,349.08 will be released to the contractor after July 12, 1965. The total contract amount is $72,934.93 including $5,923.88 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc E.D. McCarthy & Associates, Inc.
Northtown Office Building
Spokane, Washington

Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JUN 30 1965
FOR FILING
L-460(a)
6555

June 29, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed May 28, 1965, on Contract No. 6555. The contract was with Bebler Brothers, Incorporated, and was for stone base and oiling on the Jefferson County Roads Section of the FAS 660 and FAS 636 Highways in Jefferson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 29, 1965, and that you concur in this procedure at the Commission meeting on July 13.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

bc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

(Office Engineering) sw

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Jefferson County Roads	WEEK ENDING: June 12, 1965	
	SECTION PREFIX: 516-1041	
HIGHWAY: FAS 660 & 836	COUNTY: Jefferson	
NAME OF JOB: Jefferson County Roads	KIND OF WORK: Stone Base & Oiling	
CONTRACTOR: Babler Bros., Inc.	CONTRACT NUMBER: 6555	FEDERAL AID PROJECT NUMBER: S-494(3), S-460(2)
DATE OF CONTRACT: March 8, 1965	DATE WORK STARTED: March 15, 1965	ESTIMATED COMPLETION DATE: complete
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 84,016.68	SPECIFIED COMPLETION DATE: 7-1-65	PERCENT OF TIME ELAPSED: 73
EXCLUSIVE OF ENGINEERING: $ 78,042.16	ENGINEERING AUTHORIZATION: $ 5,974.52	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
~~EXCLUSIVE~~ COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 73,234.73	ENGINEERING COST TO DATE: $ 5,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 6 %	PERCENT OF AUTHORIZATION: 89 %	DATE PROJECT WAS COMPLETED: May 28, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		4.28		4.28	
MILES PARTIALLY COMPLETED					
MILES COMPLETED		4.28		4.28	
TOTAL ESTIMATED QUANTITIES (CONTRACT)		17,750 CY		3065CY 340T	
TOTAL QUANTITIES CORRECTED TO DATE		17,345 CY		2990CY 330T	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		17,345 CY		2990CY 330T	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

COUNTY ROAD DEPARTMENT
JUN 1 1965
RECEIVED

BEN GUILFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal Estimate and supporting data submitted to Division Office on Monday, 6-7-65.

Final Report.

Final inspection of project was made on Tuesday by J. F. Putnam, Division Engineer; on Wednesday by Judge Grimes and Roadmaster, Watts, representing Jefferson County; and on Thursday by R. A. Nichols, B.P.R. representative.

SIGNED A. H. Clark LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F215

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
S-46(5)(1)17	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. S-494(3) FA 4555		COUNTY Jefferson
		PROJECT NO. S-494(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 3.0 mi. N.W. Culver S.W. 3.0 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1/22/65	3.000
OTHER *(Specify)*		

FUNDS Pro Rata 63.45 %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 46,105.00	$ 29,250.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Labbe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer April 19, 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. S-460(2)

IRIS LANE-JERICHO LANE OF THE

COUNTY ROAD FAS 836 IN JEFFERSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 31, 1965

Type Code 5231
Roadway (M.P. 234 to M.P. 3.62)(Contract 6555)

Watering	370 M-gals.	$ 4.00	$ 1,480.00
Preparation of Old Roadbed	1.28 miles	300.00	384.00
Grid-Rolled Cinders	11,100 cu.yds.	1.25	13,875.00
3/4"-0 Material in Leveling Course	1,990 cu.yds.	2.95	5,870.50
3/4"-0 Aggregate in Prime Coat	150 cu.yds.	4.00	600.00
MC-250 Asphalt in Prime Coat	28 tons	46.00	1,288.00
Aggregate in Asphalt Macadam	770 cu.yds.	5.00	3,850.00
200-300 Asphalt in Asphalt Macadam	58 tons	44.00	2,552.00
RS-1 Asphalt in Asphalt Macadam	16 tons	48.00	768.00
			$30,667.50
Flagging (57½% of Contractors Cost)	All Required		$ 100.00
Minor Widening	All Required		2,000.00
			$ 2,100.00
		Subtotal	$32,767.50
		10% Engr. & Cont.	3,276.50
		Total	$36,044.00

Length of Roadway - - - - - - - - - - - - - - - 1.220 miles
Cost of Roadway per Mile- - - - - - - - - - - - $28,159.37

Federal Funds - - - - - - - - - - - - - - -

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
5-118	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO. 4	*(PPM 21-7)* 4-19-65	COUNTY Jefferson
		PROJECT NO. S-460(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 0.5 mi. W. of Culver S. 1.3 miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-22-65	1.280
*OTHER *(Specify)*		

FUNDS Pro Rata 63.45 %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 36,044.00	$ 22,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W B Klaboe
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXBy A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer April 19, 1965

Oregon State Highway Department

Federal Aid
Project No. S-494(3)

COVE PARK BOAT LANDING SECTION OF THE

COUNTY ROAD FAS 660 IN JEFFERSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices).

Salem, Oregon, March 31, 1965

Type Code 5231
Roadway (M.P. 3.70 to M.P. 6.70) (Contract 6555)

Watering	130 M-gal.	$ 4.00	$ 520.00
Preparation of Old Roadbed	3.00 miles	300.00	900.00
3/4"-0 Material in Leveling Course	4,660 cu.yds.	2.95	13,747.00
3/4"-0 Aggregate in Prime Coat	330 cu.yds.	4.00	1,320.00
MC-250 Asphalt in Prime Coat	64 tons	46.00	2,944.00
Aggregates in Asphalt Macadam	1,815 cu.yds.	5.00	9,075.00
200-300 Asphalt in Asphalt Macadam	136 tons	44.00	5,984.00
RS-1 Asphalt in Asphalt Macadam	38 tons	48.00	1,824.00
			$36,314.00
Cleaning Ditches & Reshaping	All Required		$ 5,000.00
Patching Bridge Deck	All Required		500.00
Flagging (5% of Contractors Cost)	All Required		100.00
			$ 5,600.00
		Subtotal	$41,914.00
		10% Engr. & Cont.	4,191.00
		Total	$46,105.00

Length of Project - - - - - - - - - - - - - 3,000 miles
Cost of Roadway per Mile- - - - - - - - - $15,368.33

Federal Funds - - - - - - - - - - - - -

RECEIVED
MAR 29 1965
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

March 29, 1965

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6555, awarded March 8, 1965, for stone base and oiling on the Jefferson County Roads Section of FAS 660 & 836 in Jefferson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf
Enclosure

OREGON STATE HIGHWAY DEPARTMENT

..IGHWAY DEPARTMENT INVOICE

NO. 83998

FORM A-150 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
3-9-65	CC 915	

CREDIT DISTRIBUTION

516-1041-797

NOTED
DON RASWELL

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Jefferson County
Courthouse
Madras, Oregon

Attn: County Court

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
			$ 16,000.00
Advance Deposit			10,000.00
Partial transfer of advance deposit for the Jefferson County roads, stone base and oiling, FAS Nos. 660 and 736.			6,000.00
To be retained			

RECEIVED
MAR 1
ENGINEER
COUNTY & CITY DIVS.

NOTED
R. H. PRANGE

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ .....

By .....

Jefferson County

Madras, Oregon 97741

March 4, 1965

Mr. H.S. Cox
County & City Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Enclosed please find Jefferson County check for $16,800.00; the county's share of F.A.S.660 and 836 units.

Please consider this check and letter as Jefferson County's approval of the State Highway Commission's acceptence of Babler Brother's bid.

Very truly yours,

A.S. Ramsey

A.S. Ramsey
Judge

ASR/fh
enc.

NOTED
R. M. ALLISON

February 24, 1965

NOTED
H. S. COX

NOTED
DON HARWELL

Jefferson County Court
Courthouse
Madras, Oregon

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Gentlemen:

On February 23, a satisfactory bid was received from Babler Bros., Inc., of Portland for constructing the Jefferson County Roads Oiling Sections of FAS 660 and 836. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract:

Bid Items	$66,981.50
Flagging	200.00
Clean Ditches & Resloping Unit A) Patching Bridge Deck, Unit A) Minor Widening, Unit B)	7,500.00
12-1/2% Engineering & Contingencies	9,335.19
Estimated Total Cost.....	$84,016.69
County Advance Deposit:	
20% of $84,016.69 = $16,803.34 ... or say....	$16,800.00

Please make this advance deposit in the amount of $16,800 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

NOTED
V. R. JONES

RECEIVED
FEB 25 1965
FOR FILING
S-460(2)
Oct 55

MISC. CONTRACTS and AGREEMENTS No. 2770

Salem, Oregon
February 24, 1965

Mr. H.S. Cox
County & City Engineer
Office

Attention: Mr. D.N. Harwell
Office Engineer

Construction-Finance Agreement
FAS 660, Cove State Park-Boat Landing Section
FAS 836, Iris Drive-Jericho Lane Section
S-494(3) and S-460(2)
Jefferson County

Attached is an executed copy of a Construction-Finance Agreement with Jefferson County covering the above named subject.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Jefferson County.

Secretary

rm
Attach: 1

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section FEATHER DRIVE Highway F.A.S. 836 County JEFFERSON Prefix

Res. Engr. Approx. Length 1.25 Miles. Sta. to Sta. Date 1-12-65

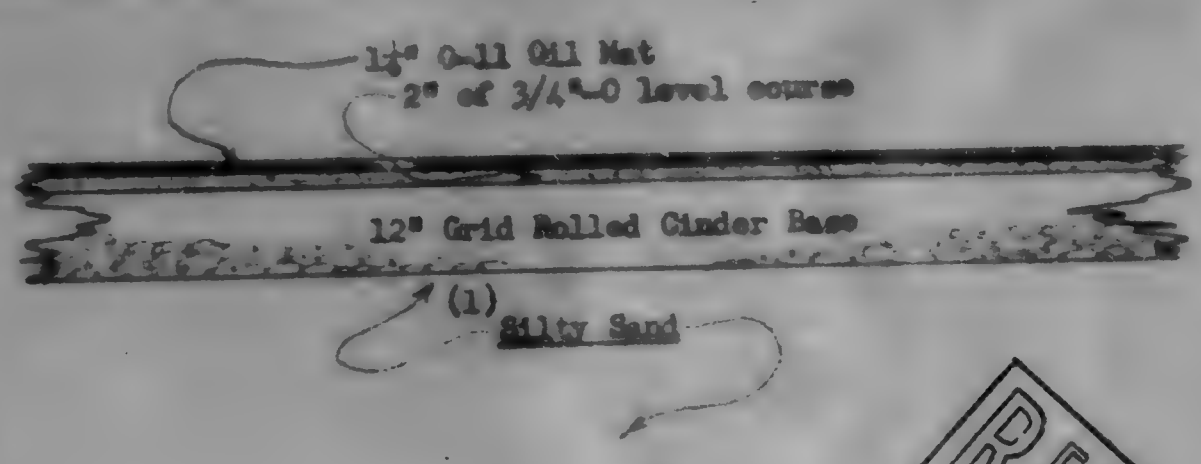
Truck A.D.T. 8 Traffic Coefficient 6.0 18 kip s.a. per day 5.6.

Annual Precipitation 12"± Frost Penetration 30"±.

(1)
Typical Soil
24 LL
0 PI
100 %P 10
45 %P200
0 %Gravel
8 % Sand
47 % Sand
31 %Silt
14 %Clay
37 "R" Value
(Corrected)

AASHO CLASSIFICATION:
A-4 (2)
(Frost Susceptible)

MATERIAL SOURCES:
To be determined by the Engineer.



CBE Total Req.	Credit	Actual Thick.	
	1½	1½	O-11
	2	2	Level
	12	12	Gr.
15	15½	15½	

RECEIVED
JAN 19 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

NOTED
R.E. JONES

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by J.W. Yarbrough
Staff Assistant

Recommended by Dan Wells
Engineer of Materials

Recommended by L.E. Baker
Construction Engineer

Approved by Hal Hall
Asst. State Highway Engineer

RECEIVED
JAN 19 1965
ENGINEER
COUNTY & CITY DIVISION

SECTION: FEATHER DRIVE

HIGHWAY: FAS 836

COUNTY: JEFFERSON

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year: _____

A. Present ADT 110 (Total)

B. Future ADT 220 (Total)

C. Mean ADT 165 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 10 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 5% x (C) 165 = 8.25

H. % Trucks in Design Lane 100%

I. Trucks in Design Lane (G) 8 x (H) 100 % = 8.0

TRAFFIC COEFFICIENT = K (I) 0.119
where K = 4.669

= 6.0

RECEIVED
JAN 19 1965
ENGINEER
COUNTY & CITY DIVISION

SECTION: FEATHER DRIVE

HIGHWAY: FAS 836

COUNTY: JEFFERSON

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - see remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally oil
7. Stage Construction: Not a consideration
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: Not a consideration
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: See remarks
13. Traffic Safety: Not a consideration
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Not a problem

CONCLUSION AND REMARKS:

No cost comparison made for this project. There is no P.C.C. pavement in the immediate area. Jefferson County prefers an oil mat.

COMMISSIONERS
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. O. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

January 12, 1965

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

We have reviewed the plan title sheets transmitted to us by your letter dated December 31, 1964 on the following named highway projects:

Fish Lake-Drake Creek Section, FAS 807, Lake County.

Jefferson County Roads, FAS 660 and 836, Jefferson County.

Highway Projects 807 and 836 present no conflict with anadromous fish.

The titled sheet on project 660 indicates the roadway crosses Crooked River in the inundated section created by Round Butte Reservoir. Crooked River supports a run of anadromous fish, hence passage must be maintained.

We appreciate your bringing these projects to our attention.

Sincerely,

William D. Clothier
WILLIAM D. CLOTHIER, ASSISTANT
STATE FISHERIES DIRECTOR

cc: R. Koski, Oregon Game Commission

Copies to:
L.P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
J. F. Putnam (4)

NOTED
JOM EDWARDS

Commissioners
Tallant Greenough, Coquille
Chairman
Joseph W. Smith, Klamath Falls
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Wayne E. Phillips, Baker

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

January 11, 1965

CONSTRUCTION DIVISION
RECEIVED
JAN 12 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

Reference is made to your letter of December 31, 1964 regarding two road projects.

We have reviewed:

Fish Lake-Drake Creek Section, FAS 807, Lake County

Jefferson County Roads, FAS 660 & 836, Jefferson County

There will be no conflict with wildlife resources as a result of this construction and the plans are approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

Copies to:
L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
J. F. Putnam (4)

NOTED
H. S. COX

R. N. CHASE

MEMO TO [redacted]

Date: December 22, 1964

FAS 660, JEFFERSON COUNTY - Cove Park-Boat Landing

TERMINI: From a point 3.5 miles east of Grandview to a point 3 miles northwest of Culver.

NOTED
P. B. Arensmeier

PROPOSED WORK: Stone surface and a 20' O-11 oil mat.

NOTED
DON HARWELL

NOTED
R. H. PRANGE

PROJECT LENGTH: 3.0 miles

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$70,000	$42,000	$14,000	$14,000	(County)

EXISTING FACILITIES: Stone surfaced roadway 28' wide constructed by Portland General Electric Company for Jefferson County. Steep mountainous terrain with maximum grades of 8%. Two substandard curves at the ends of the Crooked River Bridge caused by location of bridge in narrow rocky canyon. Bridge is 634' long and 19' wide. Advance warning signs will be placed for curves and bridge.

ADJACENT SECTIONS:

[redacted]/EAST END: 24' full width bituminous surface. S-494(2)

NOTED
R. M. ALLISON

[redacted]/WEST END: 20' bituminous surface, 4' stone shoulders.

PROJECT DATA: Perform minor cleanup of ditches and straighten shoulders. Place 2" crushed stone level course, construct 20' O-11 oil mat and 4' crushed stone shoulders.

RIGHT OF WAY: 60' minimum
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: See above.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: To be let in same contract as Iris Lane-Jericho Lane Section of FAS 836.

ROUTE DATA:

See S-494(1)

NOTED
V. R. JONES

VRJ:eb

NOTED
H. S. COX

NOTED
F. B. Arenstmeier

R. N. CHASE
MEMO TO [redacted]

Date: December 22, 1964

FAS 836, JEFFERSON COUNTY - Iris Lane-Jericho Lane

NOTED
DON HARWELL

TERMINI: From a county road intersection 0.5 miles west of Culver to a county road junction 1.3 miles southwest of Culver.

PROPOSED WORK: Place cinder base, leveling course and 20' O-11 oil mat.

NOTED
R. H. PRANGE

PROJECT LENGTH: 1.28 miles

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$35,000	$21,000	$7,000	$7,000	(County)

EXISTING FACILITIES: 22' stone surface, 24' roadway.

NOTED
[illegible]

ADJACENT SECTIONS:
NORTH/[redacted] END: 20' bituminous surface, 2' stone shoulders, S-460(1).

SOUTH/[redacted] END: 20' bituminous surface, 2' stone shoulders, S-460(1).

PROJECT DATA: Construct a cinder base 12" in depth, a 2" crushed stone leveling course and a 20' O-11 oil mat wearing surface, and 4' crushed stone shoulders. Project all on tangent. No grades over 1%.

RIGHT OF WAY: 50' minimum
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: None

SYSTEM ACTION: None required
PUBLIC HEARING: None required

UNUSUAL OR COMPLICATED SITUATIONS: To be let in same contract as the Cove Park-Boat Landing Section of FAS 660.

ROUTE DATA:

See S-460(1)

NOTED
V. R. JONES

VRJ:eb

FORM E-30 6ON 12-63 54076

OREGON STATE HIGHWAY DEPARTMENT

NOTED
H. S. COX

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
December 7, 1964

NOTED
R. M. ALLISON

SUBJECT: Jefferson County Roads
FAS 660 and 836

NOTED
DON HARWELL

To:

NOTED
P. B. Arensmeier

Mr. Frank Hall
Chief Designer
State Highway Department
Salem, Oregon

NOTED
R. H. PRANGE

Si Cox is in the office and mentioned that your office had asked what was intended to be done with the $5,000 Extra Work order on the Jefferson County Roads, FAS 660 and 836.

Unit A has to be resloped as there is an enormous lot of slough . As to the method of resloping, we didn't know exactly how we would do it and thought we would wait and see what equipment the contractor brought in. We would then decide what could be used to the best advantage.

The widening on Unit B can be done with a blade grader in about 24 hours time. I thought we could throw this in with the Extra Work as it was a very small item.

Patching the bridge deck on Unit A might not develop, as the County has stated that they will possibly do this patching; however, it is best to have some money for this as the County might renig.

The $5,000 mentioned in the estimate is plenty to do all this extra work.

Dean Swift

DEAN SWIFT
Division Engineer

DS:me

NOTED
V R. JONES

65-2(12)

November 25, 1964

NOTED
H. S. COX

TO: Jefferson County Court
Courthouse
Madras, Oregon

NOTED
R. H. PRANGE

NOTED
R. M. ALLISON

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310).

NOTED
P. B. Arensmeier

NOTED
JON HARWELL

Highway Jordan Road (FAS 660) and Feather Drive (FAS 836)

Section Cove Park-Boat Landing and Iris Drive-Jericho Lane

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

12-2-64
(date)

By C S Ramsey

By H Campbell
Commissioner

By Paul Jasa
Commissioner

RECEIVED
DEC 4 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED

Copy to Young
12-4

11-9-64

JEFFERSON COUNTY
PROPOSED PROJECT (1966 Funds)

FAS 660, Jordan Road, Cove Park-Boat Landing, surface and oil, 3.0 miles, $65,000.

FAS 836, Feather Drive, Iris Lane-Jericho Lane, grade, surface and oil, 1.25 miles, $35,000.

The project on FAS 660 will complete an oil surface from the foot of the Cove grade to the Cove State Park. It will require a leveling course and a 20' 0-11 oil mat wearing surface. The section on FAS 836 will require minor grading on an equipment rental basis, a cinder base and a 20'0-11 oil mat with 4' shoulders. Both sections will be included in one contract.

APPROVED 11/24/64

64-h
11/9/64

VRJ:eb

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

RECEIVED OCT 26 1962

Section CROOKED RIVER Highway F.A.S. 660 County JEFFERSON Prefix

Res. Engr. Approx. Length 3.0 Miles. Sta. to Sta. Date 10-7-62

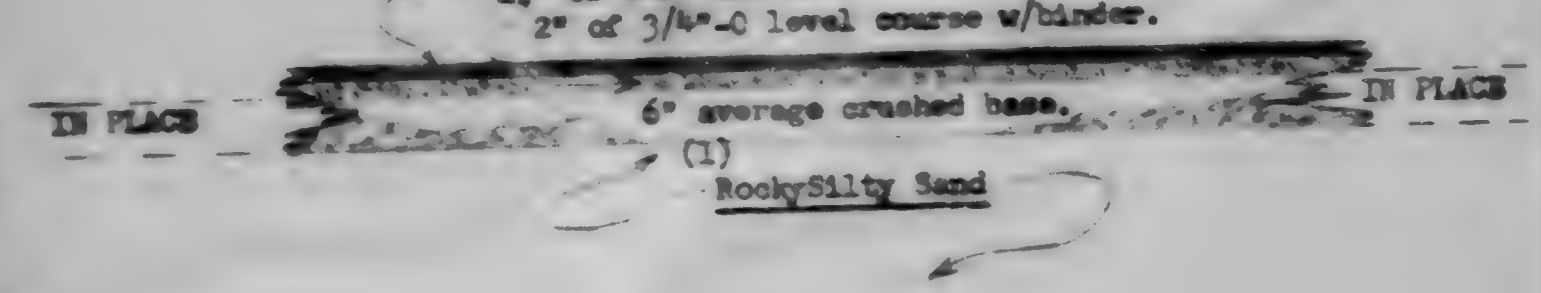
Truck A.D.T. CARS ONLY Traffic Coefficient 4.0 18 kip s.a. per day 0.03.

Annual Precipitation 12"± Frost Penetration 20"±.

(1)
Typical Soil
25 LL
2 PI
62 %P 10
30 %P200
38 %Gravel
9 %C Sand
23 %F Sand
24 %Silt
6 %Clay
45 "R" Value (Corrected)

AASHO CLASSIFICATION:
A-2-4 (0)

MATERIAL SOURCES:
To be determined by the Engineer.



CSE Total Req.	Credit	Actual Thick.	
	1½	1½	0-11
	2	2	Level
	6	6	Or Base
9	9½	9½	

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by C. J. Berg
Staff Assistant

Recommended by
Engineer of Materials

Recommended by L. L. Parker
Construction Engineer

Approved by
Asst. State Highway Engineer

SECTION: CROOKED RIVER

HIGHWAY: F.A.S. 660

COUNTY: JEFFERSON

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 100 (Total)

B. Future ADT 200 (Total)

C. Mean ADT 150 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks CARS ONLY (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = ------ x (C) ---- = ----

H. % Trucks in Design Lane ------ %

I. Trucks in Design Lane (G) ------ x (H) ----% = ------

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.669

= 4.0 (CARS ONLY)

SECTION: CROOKED RIVER

HIGHWAY: F.A.S. 660

COUNTY: JEFFERSON

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally oil
7. Stage Construction: Not a consideration
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: No problems
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Jefferson County prefers an oil mat.
13. Traffic Safety: No problems
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

This project is an isolated section with no P.C.C. pavement in the immediate area. See item 12.

ERFO-120(2) Reedsport-Dean Cr. Sec., Umpqua Hwy. 1965

#6556

Q 1579

RECEIVED
FEB 9 - 1966
FOR FILING

ERFO-120(2)

6556

February 8, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 8, 1965, on Contract No. 6556. The contract was with Umpqua River Navigation Co. and was for grading and stone base on the Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 8, 1966, and that you concur in this procedure at the Commission meeting on March 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

RECEIVED
JAN 27 1966
FOR FILING
EL FO-120(.)
6556

January 27, 1966

Umpqua River Navigation Co.
255 N. 1st St.
Reedsport, Oregon 97467

Gentlemen:

Your letter dated January 25, 1966 requested that you be advised as to when you can expect final payment on Contract Number 6556, completed July 8, 1965.

You were advised by letter July 30, 1965, the contract work had been satisfactorily completed, and final payment would be made upon receipt of your FR-47 Materials Report.

We regret the prolonged delay in the final payment on this contract, and respectfully request your office expedite submission of the FR-47 Materials Report to the Resident Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:dc

cc: L. R. Chandler
Bobby D. Johnson

STATE COPY

Monthly transaction number	FORM PR-2A (6-63) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
1-8-4	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	Oregon
Project report number 7		County Douglas
		Project number ERFO-120(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 8, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 171,327.

Revised Federal funds $ 171,327.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29th day of December, 19 65.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B. Kalbore

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. ERFO-120(2)

REEDSPORT-LOON LAKE ROAD SECTION OF THE

UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Revised estimate as a basis for modification of project agreement. Based on revised estimate of low bid prices, estimated cost of temporary and permanent repair by State forces and negotiated equipment rental.)

Salem, Oregon, Dec. 14, 1965

Reedsport-Dean Cr. Unit
Type Code Y006
Roadway (Sta. 143+00 to Sta. 165+00)(Sta. 235+50 to Sta. 262+00)
(Sta. 280+50 to 307+00)(Contract No. 6556)

Moving Costs	All Req.		$ 5,000.00
Blade Grader	300 hour	$15.50	4,650.00
Tractor (115 HP) with Dozer	200 hour	16.50	3,300.00
Power Shovel (1 C.Y. with Dragline)	60 hour	23.00	1,380.00
Power Shovel (1½ C.Y.)	140 hour	30.00	4,200.00
Trucks, Dump (12 C.Y.)	650 hour	12.50	8,125.00
Loaders, Wheel Type (1 C.Y.)	90 hour	12.50	1,125.00
Laborers	500 hour	5.00	2,500.00
3/4" - 0 Material in Base	700 cu.yd.	3.50	2,450.00
Stone Base	4,200 cu.yd.	3.50	14,700.00
Type 1 Fence	300 rod	8.00	2,400.00
			$49,830.00
Flagging (57½% of contractor's cost)	All Req.		3,000.00
	Subtotal		$ 52,830.00
	Engr. & Cont.		5,283.00
	Total		$ 58,113.00

Length of Project - - 11.3 miles (intermittent)

Type Code Y006
Flood Repair Temporary and Permanent (MP 2.7 - MP 14.0)

Temporary Work

Negotiated Equip., Labor and Mat'ls.	All Req.	$ 35,632.34
State Force Equip., Labor and Mat'ls.	All Req.	18,124.58
		$ 53,756.58

Permanent Work

Approved State Force Orders	All Req.	55,560.00
		$109,316.58
	Engr. & Cont.	3,897.42
	Total	$113,214.00

Length of Project - - 11.3 miles (intermittent)

Summary of Funds

Description	Total Cost	Fed. Funds
Reedsport-Dean Cr. Sec. (Cont. 6556)	$ 58,113.00	$ 58,113.00
Temporary and Permanent Repairs	113,214.00	113,214.00
	$171,327.00	$171,327.00

State Funds for Const.: Chap. 175, Laws 1917; Chap.31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 10-1001
10-4403
10-4503
10-4703

State force equipment, labor and materials are $4,063.66 more than the Phase I Report. Actual costs on the book were used to determine this figure which is more accurate than the Phase I Report.

STATE COPY

Monthly transaction number	FORM PR-2A (8-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
RECEIVED NOV 1 81965		Oregon
Project report number FOR FILING (F-020(2))	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 11-8-65	County Douglas
		Project number FRFO-120(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 8, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 168,577.00

Revised Federal funds $ 168,577.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 8th day of November, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stern

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By XX A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. ERFO-120(2)

REEDSPORT-LOON LAKE ROAD SECTION OF THE

UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices, estimated cost of temporary and permanent repair by State forces and negotiated equipment rental.)

Salem, Oregon, October 29, 1965

Reedsport-Dean Cr. Unit
Type Code Y006
Roadway (Sta. 143+00 to Sta. 165+00)(Sta. 235+50 to Sta. 262+00)
(Sta. 280+50 to 307+00)(Contract No. 6556)

Moving Costs	All Required		$ 5,000.00
Blade Grader	300 hour	$15.50	4,650.00
Tractor (115 HP) with Dozer	200 hour	16.50	3,300.00
Power Shovel (1 C.Y. with Dragline)	60 hour	23.00	1,380.00
Power Shovel (1-1/2 C.Y.)	140 hour	30.00	4,200.00
Trucks, Dump (12 C.Y.)	450 hour	12.50	5,625.00
Loaders, Wheel Type (1 C.Y.)	90 hour	12.50	1,125.00
Laborers	500 hour	5.00	2,500.00
3/4" - 0 Material in Base	700 cu.yd.	3.50	2,450.00
Stone Base	4,200 cu.yd.	3.50	14,700.00
Type 1 Fence	300 rod	8.00	2,400.00
			$47,330.00
Flagging (57½% of Contractor's Cost)	All Required		3,000.00
		Subtotal	$50,330.00
		Engr. & Cont.	5,033.00
		Total	$55,363.00

Length of Project - - - 11.3 Miles (Intermittent)

Type Code Y006
Flood Repair Temporary and Permanent (MP 2.7 - MP 14.0)

Temporary Work

Negotiated Equip., Labor and Mat'ls	All Required	$35,632.34
State Force Equip., Labor and Mat'ls	All Required	18,124.58
		$53,756.58

Permanent Work

Approved State Force Orders	All Required	$55,560.00
		$109,316.58
	Engr. & Cont.	3,897.42
	Total	$113,214.00

Length of Project - - - 11.3 Miles (Intermittent)

SUMMARY OF FUND

Description	Total Cost	Fed. Funds
Reedsport-Dean Cr. Sec. (Cont. 6556)	$ 55,363.00	$ 55,363.00
Temporary and Permanent Repairs	113,214.00	113,214.00
	$168,577.00	$168,577.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 10-1001
10-4408
10-4508
10-4708

State force equipment, labor and materials are $4,063.66 more than the Phase I Report. Actual costs on the book were used to determine this figure which is more accurate than the Phase I Report.

SUBJECT LOCATION: Umpqua Highway (45), Mile Post 0.81 - 16.35, Prefix 10-4408-DF.

This is an estimate of cost for work done under Phase I that was necessitated by the December 1964 Flood.

TABULATION OF COSTS:

I. OUTSIDE EQUIPMENT, MATERIALS AND LABOR

Mile Post	Job	Contractor	Total
2.70-14.00	Fill washout, slide removal & shoulder removal	Umpqua River Navigation	$20,574.46
9.51	Drill & shoot for rip rap	C. R. O'Neil	15,057.88
		TOTAL OUTSIDE WORK COST	$35,632.34

(A breakdown of this cost is as follows:)

A. EQUIPMENT

	Size	Hours	Rate	Cost	15%	Total
Move in & out invoices			$	$ 111.84	$ 16.78	$ 128.62
Truck Tractor						
machinery trailer	40 Ton	11	13.20	145.20	21.78	166.98
Dump Truck	10 c.y.	15	11.00	165.00	24.75	189.75
Compressor	600 C.F.M.	287½	8.65	2,486.88	373.03	2,859.91
Track Drill	4 3/4"	277½	11.25	3,121.88	468.28	3,590.16
Jack Hammer	50-60 lb.	10	.65	6.50	.97	7.47
Pickup	½ Ton	170½	1.80	306.90	46.04	352.94
F. E. Loader	3 c.y.	17½	13.25	231.88	34.78	266.66
F. E. Loader (fully operated)		13½	20.00	270.00	40.50	310.50
Light Plant	1500 Watt	26	.90	23.40	3.51	26.91
Grader Cat #12		83	11.00	913.00	136.95	1,049.95
		TOTAL COSTS		$7,782.48	$1,167.37	$8,949.85

A.G.C. Rental Rates prevail on the above listed equipment with the exception of the fully operated frontend loader rented from C. R. O'Neil for $20.00 an hour. Oral agreement. Verified by Forms E-376.

B. MATERIALS

*5,736 c.y. Bar run gravel	$15,774.00	$	$15,774.00
*132 c.y. ¾-0	429.00		429.00
*451 c.y. 1½"-0	1,465.75		1,465.75
Explosives, wire, caps, etc.	2,813.04	421.96	3,235.00
Steel & bits for drill	444.90	66.73	511.63
TOTAL COSTS	$20,926.69	$488.69	$21,415.38

*This material was furnished by the contractor without the 15% charge. Oral agreement.

C. LABOR

	Hours	Cost	15%	Total
Supervisor (Working foreman)	170½	$ 747.83	$112.17	$ 860.00
Teamsters	26	176.52	26.48	203.00
Operators	389	1,816.93	272.54	2,089.47
Labor	279½	1,090.52	163.57	1,254.09
Taxes, Insurance, Health, Welfare		690.30	103.55	793.85
Travel Subsistence		58.00	8.70	66.70
		$4,580.10	$687.02	$5,267.12

Labor rates based on union and contracted labor on highway jobs in this area. Oral agreement. Verified by Wage Certifications.

II. STATE FORCES

Labor	$ 7,680.33
Per Diem	90.00
Equipment	2,233.40
Materials	4,057.19
	$14,060.92

(A breakdown of this cost is as follows:)

A. LABOR & EQUIPMENT RENTAL

1. Bridge

Labor	20%	Equipment	Per Diem	Total
66.00	13.20	12.75	18.00	109.95

2. Maintenance Section Foreman & *Extra Gang

Labor	20%	Equipment	Per Diem	Total
6,049.88	1,209.98	2,191.25	72.00	9,523.11

*Extra Gang carried under 10-4408-DF-prefix.

3. Division Soils Crew

Labor	20%	Equipment	Total
86.64	17.33	21.00	124.97

4. District Maintenance Office Force

None

5. Weighmasters (used as flagman)

Labor	20%	Equipment	Total
197.76	39.55	8.40	245.71

B. MATERIALS

12" Connecting Bands	$ 15.20
100' x 12" C.M.P.	152.00
18" Connecting Bands	14.35
200' x 18" C.M.P.	410.00

Asphaltic Concrete	1,898.11
Rock Transfers	1,288.00
Guard rail (Transfer of Costs)	126.40
2" x 4" x 10' (lumber)	6.57
Miscellaneous (Staples, filter for saw, etc.)	47.35
Power Saws Maintenance	99.21
TOTAL	$4,057.19

This material was bought and used by State Maintenance Forces.

III. ENGINEERING

Labor	$1,519.40
Equipment	75.24
TOTAL COST	$1,594.64

(A breakdown of this cost is as follows:)

A. LABOR & EQUIPMENT

1. Limbocker's Crew			
Labor	20%	Equipment	Total
180.40	36.08	-	216.48
2. Fillmores Crew			
Labor	20%	Equipment	Total
838.93	167.79	21.84	1,028.56
3. Sandman's Crew			
Labor	20%	Equipment	Total
246.83	49.37	53.40	349.60
4. Hagedorn's Crew			
None			
5. Hackleman's Crew			
None			

SUMMARY

I.	OUTSIDE EQUIPMENT, MATERIALS, & LABOR	$35,632.34
II.	STATE FORCES	14,060.92
III.	ENGINEERING	1,594.64
	COMPLETE COST	*$51,287.90

*10% contingencies have been omitted as the costs are based on actual bills. Therefore, thus eliminating any estimates.

Oregon State Highway Department

Federal-Aid
Project No. ERFO-120(2)

REEDSPORT-LOCH LAKE ROAD SECTION OF THE

UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 26, 1965

Type Code Y006
Roadway (Sta. 143+00 to Sta. 165+00)(Sta. 235+50 to Sta. 262+00)
(Sta. 290+50 to 307+00)

Moving Costs	All Required		$ 5,000.00
Blade Grader	300 hours	$20.00	6,000.00
Tractor (115 H.P.) with Dozer	200 hours	21.00	4,200.00
Power Shovel (1 c.y. with Dragline)	60 hours	23.00	1,380.00
Power Shovel (1½ c.y.)	140 hours	27.00	3,780.00
Trucks, Dump (12 c.y.)	450 hours	18.50	8,325.00
Loaders, Wheel Type (1 c.y.)	90 hours	16.00	1,440.00
Laborers	500 hours	5.00	2,500.00
3/4" - 0 Material in Base	700 c.y.	4.00	2,800.00
Stone Base	4,200 c.y.	3.75	15,750.00
Type 1 Fence	300 rods	8.00	2,400.00
			$53,575.00
Flagging (57½% of Contractor's Cost)	All Required		3,000.00
	Subtotal		$56,575.00
	10% Engr. & Cont.		5,657.00
	Total		$62,232.00

Length of Project - - - - - - - - - - - - - - - 1.420 miles
Cost of Work Per Mile - - - - - - - - - - - - - $25,715.70

Federal Funds -	$ 7,150.00
State Funds - *	55,082.00
	$62,232.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract.	$80,768.00	$ - -	* $80,768.00

*Note:
This amount listed under state funds will be put in the Federal Funds Column and claimed when funds become available.

RECEIVED
SEP 3 - 1965
FOR FILING

STATE COPY

For[illegible] proved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

PROJECT REPORT NO.
ERFO-120(2)
V2

FORM PR-2
(REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

8-2-65

STATE
Oregon

COUNTY
Douglas

PROJECT NO.
ERFO-120(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Reedsport - Loon Lake Road Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-1-65	1.420
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 116,479.00	$ 116,479.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Laboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By: L. R. Backlund

L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer August 2, 1965

Oregon State Highway Department

Federal Aid
Project No. ERFO-120(2)

REEDSPORT-LOON LAKE ROAD SECTION OF THE

UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices and approved State Force Orders.)

Salem, Oregon, July 9, 1965

Type Code Y006
Roadway - Reedsport-Dean Cr. Unit (Sta. 143+00 to Sta. 165+00)(Sta. 235+00 to Sta. 262+00)(Sta. 280+50 to Sta. 307+00)
(Contract No. 6556)

Moving Costs	All Req.		$ 5,000.00
Blade Grader	300 hrs.	$ 15.50	4,650.00
Tractor (115 HP) with Dozer	200 hrs.	16.50	3,300.00
Power Shovel (1 cu.yd.) with Dragline	60 hrs.	23.00	1,380.00
Power Shovel (1¼ cu.yd.)	140 hrs.	30.00	4,200.00
Trucks, Dump (12 cu.yd.)	450 hrs.	12.50	5,625.00
Loader, Wheel Type (1 cu.yd.)	90 hrs.	12.50	1,125.00
Laborers	500 hrs.	5.00	2,500.00
3/4" - 0 Material in Base	700 cu.yd.	3.50	2,450.00
Stone Base	4,200 cu.yd.	3.50	14,700.00
Type 1 Fence	300 rods	8.00	2,400.00
			$ 47,330.00
Flagging (57½% of Contractor's Cost)	All Req.		$ 3,000.00
		Subtotal	$ 50,330.00
		10% Engr. & Cont.	5,033.00
		Total	$ 55,363.00

Length of contract - - - - - - - - - - - - -1.420 miles
Cost of Work per Mile- - - - - - - - - - - -$38,988.03

Roadway - Permanent Repair (MP 2.7 to MP 5.73)(MP 6.0 to MP 14.0)

State Force Order No. 1	All Req.		$ 25,160.00
State Force Order No. 2	All Req.		30,400.00
		Subtotal	$ 55,560.00
		10% Engr. & Cont.	5,556.00
		Total	$ 61,116.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Reedsport-Dean Cr. Unit (Contract No. 6556)	$55,363.00	$55,363.00
Permanent Repair (Approved State Force Orders)	61,116.00	61,116.00
Subtotal	$116,479.00	$116,479.00
Retained in Authorized Funds Status (Temporary and Permanent Restoration Work)	52,098.00	52,098.00
Total	$168,577.00	$168,577.00

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1930; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 10-4408-F
10-4508-F
10-1001
10-4708-F

RECEIVED
DEC 13 1965

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

ERFO-120(2)

6556

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Attached are copies of the consolidated progress voucher for Emergency Relief Funds for costs incurred by the State of Oregon Highway Department for the period December 22, 1964, to November 30, 1965. The costs were incurred under Federal Aid Project No. ERFO 120(2).

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
C. H. Maison
Controller

CHM:jc

Attachment

cc: R. L. Porter
L. H. Young
General Files

(MEMORANDUM) **Voucher No. 6-Progress**

FORM PR 20a (REV)
Form Approved by
Comptroller General, U.S.,
February 11, 1955

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

. VOUCHER NO.

BUREAU VOUCHER NO.

BUREAU SCHEDULE NO.

PUBLIC VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED (PPM 30-6)

APPROPRIATION

PAID BY

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon

(For use of Paying Office)

STATE
Oregon

FEDERAL AID PROJECT NO.
RRFO 120(2)

PROGRAM APPROVED
December 22, 1964

CONTRACT NO.

VOUCHER PERIOD: FROM December 22, 1964 TO November 30, 1965

FOR PRO-RATA SHARE OF THE UNITED STATES FOR LABOR AND MATERIALS ACTUALLY PUT INTO THE WORK COMPRISING THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
		100%	$168,832.19	$113,874.83	$54,957.36	
		100%	$168,832.19	$113,874.83	$54,957.36	

PROGRESS - FINAL	Date	By
Field audit made		
Received Division Office . . .		
Forwarded by Division Office.		
Received Region Office		
Forwarded by Region Office .		
Received W. O.		
Final forwarded to construction		
Fiscal review performed		
Passed for Payment		

REASONS HELD:

C. H. Maiscn
Controller

USCOMM DC 49078 P61

STATEMENT OF LABOR AND MATERIALS

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Total participating costs:					
	Prefix: 10-4408-F				$54,293.73	
	10-4508-F				663.90	
	10-4708-F				53,866.13	
					$110,823.36	
	Pro-rata Percentage				100%	
	Sub-total Pro-rata from U.S.				$110,823.36	
	Contract Billing:					
	Prefix: 10-1001				58,008.83	
	Total Pro-rata from U.S.				$168,832.19	

AMOUNT CARRIED FORWARD-

FORM PR-20A

USCOMM DC 49073 P61

RECEIVED
NOV 12 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING
ERFO-120(2)
65-26

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Attached are copies of the consolidated progress voucher for Emergency Relief Funds for costs incurred by the State of Oregon Highway Department for the period of March 29, 1965, to October 31, 1965. These costs were incurred under Federal Aid Project No. ERFO 120(2).

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
C. H. Maison
Controller

CHM:jc

Attachments

cc: L. H. Young
General Files

(MEMORANDUM) Voucher No. 5-Progress

FORM PR 20a (REV)
Form Approved by
Comptroller General, U.S.,
February 11, 1955

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PUBLIC VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED
(PPM 30-6)

). VOUCHER NO.

BUREAU VOUCHER NO.

BUREAU SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon

STATE

Oregon

FEDERAL AID PROJECT NO.

ERFO 120(2)

PROGRAM APPROVED

March 29, 1965

CONTRACT NO.

VOUCHER PERIOD: FROM October 1, 1965 TO October 31, 1965

FOR PRO-RATA SHARE OF THE UNITED STATES FOR LABOR AND MATERIALS ACTUALLY PUT INTO THE WORK COMPRISING THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
			$113,874.83	$107,025.83	$6,849.00	
			$113,874.83	$107,025.83	$6,849.00	

PROGRESS - FINAL	Date	By
Field audit made		
Received Division Office		
Forwarded by Division Office		
Received Region Office		
Forwarded by Region Office		
Received W. O.		
Final forwarded to construction		
Fiscal review performed		
Passed for Payment		

REASONS HELD:

Oregon

C. H. Maison
Controller

USCOMM DC 49073 P61

STATEMENT OF LABOR AND MATERIALS

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Total Participating Costs:					
	Prefix 10-4708F				$ 55,866.13	
	Pro-rata Percent				100%	
	Sub-total Pro-rata from U.S.				$ 55,866.00	
	Contract Billing:					
	Prefix 10-1001				58,008.83	
	Total Pro-rata from U.S.				$113,874.83	

AMOUNT CARRIED FORWARD

FORM PR-20A

USCOMM DC 49078 P61

RECEIVED
NOV 9 - 1965

Form CD-121 (11-65) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ERFO-120(2)

TO 6556 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 4, 1965

In reply refer to: 08-35.DB-1

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ERFO 120(2)
Reedsport-Loon Lake Road Section
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated restoration work made necessary by flood damage on the subject project. State Force account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State Forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's October 29, 1965 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

Since we find no listed equipment rental rate for power saws on State Maintenance equipment we assume the charge of power saw maintenance under materials is to cover this cost.

The actions covered herein involve temporary repairs on 11.3 miles of roadway at a total estimated negotiated contract amount of $35,632.34 and State Force account work amount of $18,124.58. Estimated emergency fund participation is to be 100% financing, or $53,756.58.

Findings regarding non-incidental permanent repairs on the project by State Forces were previously transmitted on April 12, 1965 and June 9, 1965. We concurred in the contract award for the Reedsport-Dean Creek Section on March 17, 1965.

Attachment

REFERRED TO
Young w/encls.
By Asst. State Hwy. Engr.
11-8-65

RECEIVED
NOV 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Oregon State Highway Department

Federal-Aid
Project No. ERFO-120(2)

REEDSPORT-LOON LAKE ROAD SECTION OF THE

UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices, estimated cost of temporary and permanent repair by State forces and negotiated equipment rental.)

Salem, Oregon, October 29, 1965

Reedsport-Dean Cr. Unit
Type Code Y005
Roadway (Sta. 143+00 to Sta. 165+00) (Sta. 235+00 to Sta. 262+00)
(Sta. 280+00 to 307+00) (Contract No. 6252)

Moving Costs	All Required		$ 5,000.00
Blade Grader	300 hour	$15.50	4,650.00
Tractor (115 HP) with Dozer	200 hour	16.50	3,300.00
Power Shovel (1 C.Y. with Dragline)	60 hour	23.00	1,380.00
Power Shovel (1-1/2 C.Y.)	140 hour	30.00	4,200.00
Trucks, Dump (12 C.Y.)	450 hour	12.50	5,625.00
Loaders, Wheel Type (1 C.Y.)	90 hour	12.50	1,125.00
Laborers	500 hour	5.00	2,500.00
3/4" - 0 Material in Base	700 cu.yd.	3.50	2,450.00
Stone Base	4,200 cu.yd.	3.50	14,700.00
Type 1 Fence	300 rod	8.00	2,400.00
			$47,330.00
Flagging (5-7/8% of Contractor's Cost)	All Required		3,000.00
	Subtotal		$50,330.00
	Engr. & Cont.		5,033.00
	Total		$55,363.00

Length of Project - - - 11.3 Miles (Intermittent)

Type Code Y006
Flood Repair Temporary and Permanent (MP 2.7 - MP 14.0)

Temporary Work

Negotiated Equip., Labor and Mat'ls	All Required	$35,632.34
State Force Equip., Labor and Mat'ls	All Required	18,124.53
		$53,756.58

Permanent Work

Approved State Force Orders	All Required	$55,570.00
		$109,326.58
	Engr. & Cont.	3,887.42
	Total	$113,214.00

Length of Project - - - 11.3 Miles (Intermittent)

SUMMARY OF FUND

Description	Total Cost	Fed. Funds
Reedsport-Dean Cr. Sec. (Cont. 6556)	$ 55,363.00	$ 55,363.00
Temporary and Permanent Repairs	113,214.00	113,214.00
	$168,577.00	$168,577.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 10-1001
10-4408
10-4503
10-4708

State force equipment, labor and materials are $4,063.66 more than the Phase I Report. Actual costs on the book were used to determine this figure which is more accurate than the Phase I Report.

SUBJECT LOCATION: Umpqua Highway (45), Mile Post 0.81 - 16.35, Prefix 10-4408-DF.

This is an estimate of cost for work done under Phase I that was necessitated by the December 1964 Flood.

TABULATION OF COSTS:

I. OUTSIDE EQUIPMENT, MATERIALS AND LABOR

Mile Post	Job	Contractor	Total
2.70-14.00	Fill washout, slide removal & shoulder removal	Umpqua River Navigation	$20,574.46
9.51	Drill & shoot for rip rap	C. R. O'Neil	15,057.88
		TOTAL OUTSIDE WORK COST	$35,632.34

(A breakdown of this cost is as follows:)

A. EQUIPMENT

	Size	Hours	Rate	Cost	15%	Total
Move in & out invoices			$	$ 111.84	$ 16.78	$ 128.62
Truck Tractor						
machinery trailer	40 Ton	11	13.20	145.20	21.78	166.98
Dump Truck	10 c.y.	15	11.00	165.00	24.75	189.75
Compressor	600 C.F.M.	287½	8.65	2,486.88	373.03	2,859.91
Track Drill	4 3/4"	277½	11.25	3,121.88	468.28	3,590.16
Jack Hammer	50-60 lb.	10	.65	6.50	.97	7.47
Pickup	½ Ton	170½	1.80	306.90	46.04	352.94
F. E. Loader	3 c.y.	17½	13.25	231.88	34.78	266.66
F. E. Loader (fully operated)		13½	20.00	270.00	40.50	310.50
Light Plant	1500 Watt	26	.90	23.40	3.51	26.91
Grader Cat #12		83	11.00	913.00	136.95	1,049.95
TOTAL COSTS				$7,782.48	$1,167.37	$8,949.85

A.G.C. Rental Rates prevail on the above listed equipment with the exception of the fully operated frontend loader rented from C. R. O'Neil for $20.00 an hour. Oral agreement. Verified by Forms E-376.

B. MATERIALS

*5,736 c.y. Bar run gravel	$15,774.00	$	$15,774.00
*132 c.y. ¾-0	429.00		429.00
*451 c.y. 1½"-0	1,465.75		1,465.75
Explosives, wire, caps, etc.	2,813.04	421.96	3,235.00
Steel & bits for drill	444.90	66.73	511.63
TOTAL COSTS	$20,926.69	$488.69	$21,415.38

*This material was furnished by the contractor without the 15% charge. Oral agreement.

C. LABOR

	Hours	Cost	15%	Total
Supervisor (Working foreman)	170½	$ 747.83	$112.17	$ 860.00
Teamsters	26	176.52	26.48	203.00
Operators	389	1,816.93	272.54	2,089.47
Labor	279½	1,090.52	163.57	1,254.09
Taxes, Insurance, Health, Welfare		690.30	103,55	793.85
Travel Subsistence		58.00	8.70	66.70
		$4,580.10	$687.02	$5,267.12

Labor rates based on union and contracted labor on highway jobs in this area. Oral agreement. Verified by Wage Certifications.

II. STATE FORCES

Labor	$ 7,680.33
Per Diem	90.00
Equipment	2,233.40
Materials	4,057.19
	$14,060.92

(A breakdown of this cost is as follows:)

A. LABOR & EQUIPMENT RENTAL

1. Bridge

Labor	20%	Equipment	Per Diem	Total
66.00	13.20	12.75	18.00	109.95

2. Maintenance Section Foreman & °Extra Gang

Labor	20%	Equipment	Per Diem	Total
6,049.88	1,209.98	2,191.25	72.00	9,523.11

°Extra Gang carried under 10-4408-DF-prefix.

3. Division Soils Crew

Labor	20%	Equipment	Total
86.64	17.33	21.00	124.97

4. District Maintenance Office Force

None

5. Weighmasters (used as flagman)

Labor	20%	Equipment	Total
197.76	39.55	8.40	245.71

B. MATERIALS

12" Connecting Bands	$ 15.20
100' x 12" C.M.P.	152.00
18" Connecting Bands	14.35
200' x 18" C.M.P.	410.00

Asphaltic Concrete	1,898.11
Rock Transfers	1,288.00
Guard rail (Transfer of Costs)	126.40
2" x 4" x 10' (lumber)	6.57
Miscellaneous (Staples, filter for saw, etc.)	47.35
Power Saws Maintenance	99.21
TOTAL	$4,057.19

This material was bought and used by State Maintenance Forces.

III. ENGINEERING

Labor	$1,519.40
Equipment	75.24
TOTAL COST	$1,594.64

(A breakdown of this cost is as follows:)

A. LABOR & EQUIPMENT

1. Limbocker's Crew				
Labor	20%	Equipment	Total	
180.40	36.08	-	216.48	
2. Fillmores Crew				
Labor	20%	Equipment	Total	
838.93	167.79	21.84	1,028.56	
3. Sandman's Crew				
Labor	20%	Equipment	Total	
246.83	49.37	53.40	349.60	
4. Hagedorn's Crew				
None				
5. Hackleman's Crew				
None				

SUMMARY

I. OUTSIDE EQUIPMENT, MATERIALS, & LABOR	$35,632.34
II. STATE FORCES	14,060.92
III. ENGINEERING	1,594.64
COMPLETE COST	*$51,287.90

*10% contingencies have been omitted as the costs are based on actual bills. Therefore, thus eliminating any estimates.

RECEIVED
DEC 3 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

EAFC-120(2)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

OCTOBER 7, 1965

FILE NO. 25910 (Q-1579)
INDIAN CHARLIE QUARRY
UMPQUA HIGHWAY
REEDSPORT-DEAN CREEK SECTION
DOUGLAS COUNTY

MR. DALE MALLICOAT, CLERK
STATE LAND BOARD
STATE CAPITOL
SALEM, OREGON

DEAR MR. MALLICOAT:

WE ARE IN RECEIPT OF YOUR LETTER OF OCTOBER 4 ADDRESSED TO MR. E. S. HUNTER.

IN ORDER TO CLEAR THE RECORD, THE LEASE THAT WE ORIGINALLY HAD ON THIS PROPERTY WHICH WAS FOR ONE CENT A CUBIC YARD, WAS FROM THE ORIGINAL LEASE BETWEEN FLOYD AND CLARICE LENGACHER AND THE STATE OF OREGON, BY AND THROUGH ITS STATE HIGHWAY COMMISSION.

WE WILL PUT YOUR CLAIM OF $1,288.31 FOR 8,588.7 CUBIC YARDS OF MATERIAL @ 15¢ PER CUBIC YARD INTO OUR RESOLUTION FOR CONSIDERATION BY THE HIGHWAY COMMISSION AT ITS N XT REGULAR MEETING ON NOVEMBER 4, 1965.

VERY TRULY YOURS,

G. E. ROHDE
CHIEF COUNSEL

BY

JOHN R. OAKES
ASSISTANT RIGHT OF WAY ENGINEER

JRO:SM
CC: R. L. PORTER
G. E. ROHDE

RECEIVED
DEC 3 1965

STATE OF OREGON
OFFICE OF THE STATE LAND BOARD
STATE CAPITOL
SALEM 97310

IN REFERRING TO THIS COMMUNICATION
IT IS IMPORTANT THAT YOU MENTION
FILE NO.

October 4, 1965

Mr. E. S. Hunter
Maintenance Engineer
State Highway Department
Salem, Oregon

Dear Mr. Hunter:

I am told that your previous taking of rock from the Indian Charlie Quarry was at the time it was owned by the BLM and that the use of the rock was on a Bureau of Public Roads project. If this was the case, the 1¢ per yard royalty would seem to be purely a nominal price perhaps for bookkeeping purposes. We are obliged by law to obtain the market value from all our sales, and our calculation of a 15¢ per yard royalty was based on our most recent (1965) permit.

We currently have the quarry leased to the Umpqua Navigation Company at a going price of 15¢ per yard. This, in our estimation, establishes the market price, and I can find no real basis to set any other figure.

Sincerely,

Dale Mallicoat

Dale Mallicoat, Clerk

DM:mfh

FORM E-90 50M 5-61 SP°6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1965

RECEIVED OCT 10

To: Mochrum
DEPUTY STATE HIGHWAY ENGINEER

SUBJECT: Indian Charlie Quarry
S 8, T 22S, R 10W

Mr. R. L. Porter
Deputy State Highway Engineer

L Building

Following last December's flood and the subsequent damage to the Umpqua Highway, it was necessary to obtain riprap material in order to make necessary emergency repairs. State forces entered the Indian Charlie Quarry for this purpose.

The quarry is now owned by the State Land Board and no material other than that removed last December has been removed since the Land Board acquired the property. We, however, did have a lease and sale of road materials agreement from the prior owners, Floyd and Clarice Lengacher, which was for the purpose of obtaining borrow material at a royalty of 1¢ per cubic yard.

Our Right of Way Division advised the State Land Board of the cubic yards removed last December and the Board subsequently billed the Highway Department for the material on the basis of 15¢ per cubic yard royalty.

Past precedent for borrow material of this nature has generally been established at 1¢ per cubic yard except in some instances we have paid the State Land Board 10¢ per cubic yard for river gravel borrow.

The requested payment is entirely too high. It should be adjusted to match that established by past precedent for the following reasons:

All who have reviewed this case feel that this would establish a precedent for private enterprise and that it would be difficult for the Highway Department to obtain borrow material under any conditions at a price less than 15¢ per cubic yard.

A State agency should not obtain profit at another State agency's expense. Also, it is felt that all State agencies have a responsibility toward recovering from last December's disaster.

Attached for your information are copies of past correspondence on the subject. Also attached for your use is a rough draft letter to the State Land Board.

E. S. Hunter
Maintenance Engineer

ESH:je

Enclosures

RECEIVED
OCT 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 23 1965
FOR FILING
ERFO-1206(2)

Salem, Oregon
July 21, 1965

Increase in Project Authorization

Bobby D. Johnson
Resident Highway Engineer

BUILDING

This is to advise you that at its meeting of July 13, 1965 the Highway Commission approved an increase of $6,923.00 in project authorization on Contract No. 6556, Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County.

The new authorization for construction is $63,544.23. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

WH:cd

cc: L. R. Chandler

FORM E-1 REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION	Reedsport Dean Cr.
HIGHWAY	Umpqua
COUNTY	Douglas
NAME OF JOB	Reedsport Dean Cr.
KIND OF WORK	Grading and Stone Base
CONTRACTOR	Umpqua River Navigation Co.
CONTRACT NUMBER	6556
FEDERAL AID PROJECT NUMBER	[redacted] ERFO 120(2)
DATE OF CONTRACT	Mar. 17, 1965
DATE WORK STARTED	Mar. 30, 1965
ESTIMATED COMPLETION DATE	July 8, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN	
SUPERVISION	
SPECIFIED WORK DAYS	
WORK DAYS USED	
SPECIFIED CALENDAR DAYS	
CALENDAR DAYS USED	
SPECIFIED COMPLETION DATE	Aug. 15, 1965
PERCENT OF TIME ELAPSED	73
PROJECT AUTHORIZATION	$56,621.25
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST	100
EXCLUSIVE OF ENGINEERING	$52,594.85
ENGINEERING AUTHORIZATION	$4,026.00
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING	$51,022.14
ENGINEERING COST TO DATE	$6,670.04
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION	100
ESTIMATED PERCENT OVERRUN xxxxxxx	1.9 %
PERCENT OF AUTHORIZATION	166 %
DATE PROJECT WAS COMPLETED	July 8, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
		100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.42	1.42			
MILES PARTIALLY COMPLETED	1.42	1.42			
MILES COMPLETED	1.42	1.42			
TOTAL ESTIMATED QUANTITIES (CONTRACT)		4,800			
TOTAL QUANTITIES CORRECTED TO DATE		3,448			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		3,448			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

CONSTRUCTION DIVISION
RECEIVED
JUL 16 1965

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi - Final Estimate submitted to the Division Office on Friday, July 16, 1965.

FINAL REPORT

SIGNED Bobby W. Johnson LOCATION Coquille

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUN 23 1965
FOR FILING

ERFO-1201(2)
6-1-66

3b (1)

June 23, 1965

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6556, the Reedsport-Dean Creek grading and stone base project in Douglas County, is anticipated. Umpqua River Navigation Company of Reedsport is the contractor on this project. This is an Emergency Relief Fund project.

The original project authorization was $56,621.25. The present anticipated cost is $63,544.10, indicating an overrun of $6,922.85, or 12.2%. The major reason for this overrun is due to underestimating the amount of riprap material available in a quarry site. The loose material ran out before the job was complete and the contractor was then required to perform unanticipated shooting to obtain more. Increased inspection and timekeeping required on this equipment rental project also was a factor in causing a small overrun of the engineering authorization.

This request for additional authorization will be presented to you at the July 13 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
L. H. Young
F. D. Morgan
L. R. Chandler

DES:bjm bg

FORM E-20 BDN 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1965

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

SUBJECT: Reedsport-Dean Creek Section
Umpqua Highway
Contract No. 6556

BUILDING

Attached is a "Report on Expected Overrun of Project Authorization" on the subject project. This project for grading and stone base is under contract to Umpqua River Navigation Company of Reedsport, Oregon.

The original project authorization was $56,621.25. The present anticipated cost is $63,544.10, indicating an overrun of $6,922.85, or 12.2%. The major reason for this overrun is due to an under-estimate of the amount of available shot rock in the quarry site which was used for riprap on the project. During emergency flood restoration work approximately 10,000 cubic yards of riprap material were drilled and shot in this quarry and when the subject contract was advertised the estimated quantity still available was considered adequate for the contractor's requirements. However, as the contract work progressed additional rock was required and was subsequently produced under Extra Work Order No. 2. Work under this Order amounts to $4,212.00. There is an anticipated overrun in the engineering authorization amounting to $1,558.16. Since this contract is an equipment rental project it requires very close inspection and timekeeping for documentation of the work. An overrun in some of the equipment items also influenced this overrun in engineering.

It is recommended that the project authorization be increased by $6,922.85, from $56,621.25 to $63,544.10.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:bjm
Attachments

cc: L. H. Young

NOTED
R. KLABOE

RECEIVED
JUN 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 2 1 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Reedsport - Dean Creek Date June 7, 1965

Highway ERFO-120(2) Douglas Contract No. 6556

County Douglas Kind of Work Grading & Stone Base Contractor Umpqua River Navigation Co.

Contract Amount $47,330.00

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
3. Tractor 115 h. p. with dozer	100	16.50	1,650.00
6. Trucks, Dump, 12 cu. yd.	490	12.50	6,125.00
8. Laborers	400	5.00	2,000.00

Minor items, unitemized algebraic total 0.00

Subtotal $9,775.00

Approved work orders (Price, extra work and state force orders) $8,715.00

Expected over-runs and under-runs in work orders:	Amount
Major items, itemized:	
P..A. No. 1, 4 cu. yd. loader	2,464.00
E. W. O. No. 2, Drill & shoot rock in quarry	2,004.07

Minor items, unitemized algebraic total 0.00

Subtotal $4,468.07

Authorization for engineering $4,026.40

Expected over-run or under-run of engineering authorization 8% of work remaining $1,558.16

Costs not included above (explain) $0.00

Allowance for future contingencies (_____% of work remaining) $876.47

Credits to come from transfers and deductions $13,205.00

Present estimate of project cost $63,544.10

Brief Statement of principal causes of over-run:

Difficulties encountered in quarring rock slope protection material accounts for the principal causes for the over-run. An insufficient amount of rock had been shot at the State owned quarry to complete the project. Original contract called for State to furnish shot rock at the quarry.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$56,621.25
Present estimate of project cost	$63,544.10
Expected over-run (Amount)	$6,922.85
Expected over-run (per cent)	12.2

Space to right of this line is for use of Salem office.

Submitted by: Floyd W. Johnson Resident Engineer

Confirmed by: Carl M. Sullivan Division Engineer

Noted by: Robert L. Bond Construction or Bridge Engineer

Noted by: _____ Deputy or Assistant State Highway Engineer

State Printing 8-10

Form S 20—687

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

ERFO-120(2)
6556

APPROVED
Continued ... of
proj...
fur...
Date APR 2 ... DE Dist...
... Engineer
U.S. Bu... Public Roads
June 7, 1965

Project Name Reedsport - Dean Creek Date June 7, 1965

Highway Umpqua Contract No. 6556

County Douglas Prefix 10-1001

Contractor Umpqua River Navigation Company F. A. Project No. ERFO-120(2)

Address 255 N. First St., Reedsport, Oregon 97476 Order No. 2 (Suppl. No. 1)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Contractor to drill and shoot rock at quarry site suitable for rock slope protection material.

Location by station numbers:

Quarry Site M. P. 10.00 Umpqua Highway.

Estimate of quantities and cost:

Equipment	$ 752.94
Labor	$ 734.72
Materials	$ 255.01
Contractor's Percentage	$ 261.40
Additional Requested	$ 2,004.07
Previously Authorized	$ 2,208.00
New Total Amount	$ 4,212.07

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

State to provide shot rock at quarry as set forth in the special provisions for this contract. The amount of rock that was shot prior to the award of this contract is not sufficient to complete the project. Work has been completed. Funds available in original authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 56,621.25
Present estimate of project cost, including $ 2,004.07 for work under this order	$ 63,544.10
Expected over-run amount	$ 6,922.85
Expected over-run per cent	12.2

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams
Division Engineer

Approved /s/ L. H. Young
Assistant State Highway Engineer or Office Engineer.

State Printing

Leigh Young 6-22-65

RECEIVED
MAY 13 1965
FOR FILING

EHFC-120(2)

6541

Salem, Oregon
May 12, 1965

Reedsport-Loon Lake Road
Project No. EHFC-120(2)

Mr. L. R. Chandler
Division Engineer
Roseburg, Oregon

When checking the Phase 1 report for this project, we find the mile points quoted are for the entire forest highway section where as the original estimate received and the program submitted to the BPR show damage between Mile Points 2.7 and 14.0. If the original estimate is correct, we would like a statement to that effect to substantiate our claim that all costs were within the programmed area. If there were expenditures outside the programmed area from MP 0.81 to 16.35 additional action is necessary on our part.

At present this project consists of a formal contract from Sta. 143+00 to Sta. 307+00, the Phase 1 report in the amount of $51,287.90 and a SPO for permanent and complete restoration from MP 2.7 to 5.73. If this will complete the project, as programmed under Item No. 43, Project No. EHFC-120(2), please inform us.

L. H. Young
Office Engineer

cc: F. B. Klaboe
F. D. Morgan

RECEIVED
MAY 10 1965

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date APR 23 1965 M E Martin Dist. Engineer
U.S. Bureau of Public Roads

ERFO-120(2)
6216

Form E-208—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Reedsport-Dean Creek Date April 23, 1965

Highway Umpqua Contract No. 6556

County Douglas Prefix 10-1001

Contractor Umpqua River Navigation Company F. A. Project No. ERFO-120(2)

Address 255 N. First St., Reedsport, Oregon 97476 Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Contractor to drill and shoot rock at quarry site suitable for rock slope protection material.

Location by station numbers:

Quarry site M.P. 10.00 Umpqua Highway

Estimate of quantities and cost:

Equipment	$ 585.00
Labor	400.00
Materials	935.00
Total	$1,920.00
+ 15%	288.00
Total This Order	$2,208.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

State to provide shot rock at quarry as set forth in the special provisions for this contract. The amount of rock that was shot prior to the award of this contract is not sufficient to complete the project. Work has not begun. Funds available in original authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 56,621.25
Present estimate of project cost, including $ 2,208.00 for work under this order	$ 56,621.25
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner, II, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

orig Young 5-7-65

RECEIVED
APR 23 1965
Form approved.

FOR FILING
FFO-120 (2)
6556

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS C-1 P

Project Name Reedsport-Dean Creek Date April 6, 1965

Highway Umpqua Contract No. 6556

County Douglas Prefix 10-1001

Contractor Umpqua River Navigation Co. F. A. Project No. ERFO-120(2)

Address 255 N. First St., Reedsport, Oregon 97476 Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State to pay 57½ per cent of flagging costs to the contractor during surfacing part of the contract, for the purpose of safeguarding traffic through the project.

APPROVED
Contingent upon identification of project [illegible] additional funds are [illegible]
Date APR 13 1965 by ME Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Location by station numbers:

Station 143+00 to 165+00
Station 235+50 to 262+00
Station 280+50 to 307+00

Estimate of quantities and cost:

Flagging, State Share $3,000.00

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

State participation in flagmen costs as set forth in the Special Provisions make this extra work necessary. Funds are available in contract authorization. Work has not begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 56,621.25
Present estimate of project cost, including $ 3,000.00 for work under this order	$ 56,621.25
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson, Resident Engineer

Approval Recommended: /s/ D. J. Barbee, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved /s/ L. H. Young, Office [illegible] Engineer

State Printing orig to Young 4-22-65 J

MAR 31 1965

1546

477 Cottage Street, N.E.
Salem, Oregon - 97301

March 23, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
T. Dee
Eng. Coordinator

08-35.2-EC

T. Dee, Assistant Division Engineer
Salem, Oregon

Oregon Project EMFO-120(2)
Reedsport-Dean Creek Section
Grading and Stone Base

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of March 17, 1965 in the award of contract No. 6556 to Umpqua River Navigation Co. of Reedsport, Oregon, low bidder in the amount of $47,330.00 at the March 16, 1965 bid opening.

Original To Young
3-31-65

NOTED
LLOYD P. SHAW

RECEIVED
MAR 2 4 1965

6556

March 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence in award as of March 17, 1965 is requested in the award of contract for the Reedsport-Dean Creek Section, Project No. ERFO-120(2).

The contractor receiving the award is the Umpqua River Navigation Co. in the amount of $47,330.00 with the contract No. 6556 assigned. This bid was received on March 16, 1965 and awarded March 17, 1965.

All right of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DHH:fb

RECEIVED
MAR 18 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY,
WASCO
DAVID B. SIMPSON,
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 17, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD J. LINDAS
CHIEF COUNSEL

EFF-1 (-)

6 6 6

Umpqua River Navigation Co.

Reedsport, Oregon

Gentlemen:

The State Highway Commission on March 17, 1965 awarded to you State Highway Contract No. 6556 for the following project:

Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County.

This award was based on your low bid of $47,330 which was submitted to the Commission on March 16, 1965 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mg

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

Form CD-121 (11-63) (Prod. by A.O. 206-16)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ERFO-120(2)

TO: Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: March 1, 1965

In reply refer to: 08-35.2-DB

6256

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ERFO-120(2)
Reedsport-Dean Cr. Section
Grading and Stone Base

P. S. & E. documents for the above captioned section portion of the subject project are hereby approved with the understanding that you will make any corrections found necessary following completion of our review. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Mr. Young's March 1, 1965 letter indicates that nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Our authorization is with the understanding that all right-of-way is available for the project with no relocation of persons involved, and any utility work will be non-reimbursable as indicated in Mr. Holt's and Mr. Litchfield's February 26, 1965 reports.

The use of your Standard Specifications for Highway Construction - 1964, is approved for use on this specific project.

The use of the Division I - General Requirements, Article 8.1 Subletting, dated December 1, 1964, Supplemental Standard Specification is approved for use on this specific project.

Attachment

Original To Young with attach! 3-9-65

NOTED
LLOYD P. SHAW

NOTED
LLOYD P. SHAW

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Monthly Trans. No. HP 2-7-08

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

February 25, 1965

HP-23.3-EC

A. M. Parsons, Division Engineer
Salem, Oregon

By T. Dee, Engineering Coordinator

Oregon Emergency Program - Flood of December 1964

Our Washington office has reviewed and approved the below listed projects on the subject program, effective February 12, 1965:

Item	Project	Location	Work
33	EMPD-111(2)	Mi 16, Mile 17, Coburg Loop.	Temp.& Perm. repairs
34	EMPD-109(2)	Mi 139, Mile 11, Redwood Hwy.	Temp.& Perm. repairs
43	EMPD-120(2)	Mi 34, Mile 8, Umpqua Hwy.	Temp.& Perm. repairs
44	EMPD-121(2)	Mi 36, Mile 7, Siuslaw Hwy.	Temp.& Perm. repairs

These projects shall be governed by PPM 23-1.

This approval is given with token financing in the amount of 5% of emergency funds with the understanding that the Federal share may be subject to increase to the regular prorata if and when additional emergency funds become available. However, this approval cannot serve as a commitment or obligation on the part of the United States to provide such additional funds.

Our field review of these projects and our determination of the eligibility of all items of the work under paragraph 1(b) of PPM 23-1 will be furnished at a later date or with our F.A. & L. authorization.

Federal Emergency funds approved to date are summarized as follows:

	50% Funds	50% Token Funds	100% Funds	100% Token Funds
Previous	717,500	146,233	2,976,000	256,500
This action	0	0	0	21,700
New balance	$ 717,500	$ 146,233	(3,974,000*	$ 256,500
Totals:	$ 863,733		$3,103,240	

*Includes $1,410,000 under agreement by Public Roads and $167,500 for Indian Reservation Roads.

The total estimated cost for these projects is $434,000.

NOTED
LLOYD P. SHAW

Original To Jones
3-3-65

ERFO-105(1) Sardine Cr.-N. Santiam River Sec., N. Santiam Hwy. 1965

#6557

RECEIVED
MAY 18 1966
FOR FILING
ERF(-10:5(1)
6551

April 25, 1966

White Bros. Construction Co., Inc.
and Ott-Atwater, Inc.
P.O. Box 683
Walla Walla, Washington

365
548

#3

Gentlemen:

The State Highway Commission at its meeting on April 21 considered your request for an extension of time on Contract No. 6557 on the Sardine Creek-North Santiam River Section of the North Santiam Highway in Marion and Linn Counties.

After considering the recommendation of the Engineer and other available information, the Commission extended the specified completion date to October 9, 1968, without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhs
cc R.D. Asburry
E.J. Hall
L.H. Young
F.D. Morgan
C.H. Matson
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6557 Contractor White Bros. Constr. Co., Inc. & Ott-Atwater, Inc.

Highway North Santiam

Section Sardine Cr.-N. Santiam River

Kind of Work Grading and Paving

It is recommended that such extension be granted as requested under the following terms and conditions:

The time be extended the full nine days which the contractor needed to complete the project.

This extension justified by increases in the equipment rental work being performed under the contract and additional work added to the contract by price agreement and extra work order.

Recommended for Approval:

R. D. [illegible]
Division Engineer

John A. Bird
For Construction Engineer or Bridge Engineer

[illegible]
Assistant State Highway Engineer

Contract No. 6557

Project designation ERFO-105(1)
State—Federal

Date awarded March 17, 1965

Work started March 30, 1965

Per cent completed 100% Oct. 9, 1965
Date

Specified completion date Sept. 30, 1965

Previously extended to None

Extension requested to October 9, 1965

Form E-320—3M—7-55

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date November 10, 19 65

Gentlemen:

We, the undersigned, respectfully request an extension of 9 days time, from 9-30-65, 19....., to 10-9, 19 65, within which to complete our Contract No. 6557, described as follows: Sardine Creek - N. Santiam River Section of North Santiam Highway in Linn and Marion Counties.

The above request is based upon the following reasons: The Contract amount and equipment time considerably overran the scheduled amount. As we were under the direct daily supervison of the Engineer, we had no way of anticipating the amount of time that was needed.

2. We were required to wait while thepool behind Detroit Dam was lowered so that we could complete some of the work.

Respectfully submitted,
White Bros. Construction Co., Inc. &
Ott-Atwater, Inc.
Contractor
By T. W. White, Secretary

CONSENT OF SURETY

Date November 13, 1965

We, General Insurance Company of America, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA
By E. W. Neff,
Attorney-in-fact

(SEAL)

MANSFIELD & CO.
By
Resident Agent

State Printing 87499

Form E-320—3M—7-55

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date November 10, 19 65

Gentlemen:

We, the undersigned, respectfully request an extension of 9 days time, from 9-30-65, 19....., to 10-9, 19 65, within which to complete our Contract No. 6557, described as follows: Sardine Creek - N. Santiam River Section of North Santiam Highway in Linn and Marion Counties.

The above request is based upon the following reasons: The Contract amount and equipment time considerably overran the scheduled amount. As we were under the direct daily supervison of the Engineer, we had no way of anticipating the amount of time that was needed.

2. We were required to wait while thepool behind Detroit Dam was lowered so that we could complete some of the work.

Respectfully submitted,
White Bros. Construction Co., Inc. &
Ott-Atwater, Inc.
Contractor

By T. W. White, Secretary

CONSENT OF SURETY

Date November 13, 1965

We, General Insurance Company of America

....., as surety

on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA

By .....
By W. Neff,
Attorney-in-fact

MANSFIELD & CO.

By .....
Resident Agent

(SEAL)

State Printing 87499

Form CO-121 (11-63) (Proc. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 1, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
Acting Division Engineer

SUBJECT: Oregon Project ERFO-105(1)
Sardine Creek - N. Santiam River
Santiam Highway

We have reviewed your second request of January 17, 1966 for concurrence in granting extensions of contract time on the subject project. Also, this matter has been referred to our Regional Office for their advice and comments.

As a result of these reviews, we are willing to concur in granting time extensions as a matter of equity in the face of the contradictory provisions of this contract. However, your requests to date have been based solely on volume of work prorated to contract time without any showing that the "Engineer Directed" equipment rental items did in fact control and restrain the overall progress of work.

Our contact with this project work was not close enough to provide us with adequate information on which to approve time extension request. Would you provide us with information as to the nature and extent to which the engineer's directed work restrained the contractor's progress.

orig & Bond w/file
copies & Young
Marion
3-4-66

Routing

Morgan		Puase
Decker		Morelock
Bond		Trout
Barbee		Scott
Walker		Wills
Glenn		Litchfield
Swan		Olson

RECEIVED
MAR 3 1966
STATE HIGHWAY OFFICE
CONSTRUCTION
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-20 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1966

SUBJECT: Assignment FBK 365
Request for Time Extension
Sardine Creek-N. Santiam River Sect.
N. Santiam Highway
Contract No. 6557

To:

Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

Reference is made to your Assignment dated January 17, 1966 concerning the subject time extension. We have reviewed this matter and have approached the justification of an extension from a different angle. By basing our study on the work involving equipment rental items and the proportionate time allowed in the original contract for this work we can justify an extension of 25 calendar days.

Since this is an ERFO project involving 100% Federal participation we feel that a second attempt should be made to secure Bureau concurrence even though the amount of liquidated damages is relatively minor. Attached is a rough draft to the Bureau of Public Roads requesting their reconsideration and concurrence in the extension of time.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

DES:nh

Attach.

cc: L. H. Young

RECEIVED
JAN 27 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
VICTOR D. WOLFE

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 17, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ERFO 105(1)
Sardine Creek - North Santiam River Section
North Santiam Highway
Request for Time Extension

Reference is made to your letter subject on above dated January 3, 1966.

It is recognized that this contract contains some contradictory provisions, although somewhat indirect. The Standard provisions under Section 120, article 3.2 allow engineers to control "kinds and number"...etc. equipment, tools, labor and materials. Special provisions under Section 8-8 then specifically deletes provisions for extending time for reasons of "changes in quantities or specifications of the contract." This Special provision would seem to supplant the general provisions referred to. Our interpretation of Section 5-4 indicates that only special provisions should hold in this case.

Your analysis attempting to justify 19 days does not take into consideration the overlap of work performed on regular bid items with work performed on hourly rate basis.

We are unable to concur in grant of time extension as requested, for reason stated above.

orig w/file
& Bond
copies to Young
Nelson
1-21-66

Routing

RECEIVED
1 [illegible]
STATE HIGHWAY [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 50M 3-65 SP*6470-754

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 29, 1965

SUBJECT: Extension of Time
Sardine Creek-North Santiam River Section
North Santiam Highway
Contract Number 6557

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

Attached is a request from White Brothers Construction Company, Inc. and Ott-Atwater Inc., contractors on the subject contract for an extension of the specified completion date from September 30 to October 9, 1965 without the assessment of liquidated damages. The contractors' request is based on an overrun in the original contract work and a delay to wait for the water level behind Detroit Dam to be lowered to allow the work adjacent to the reservoir to be completed.

Excluding anticipated extra work items, there were $24,716.42 in price agreements and extra work orders added to the contract for overtime payment at the direction of the State, miscellaneous equipment, materials, etc. On the equipment rental bid items there was a net increase over the original contract amount of $115,101. These increases amount to 9.6% of the original contract amount. Applying this percentage against the original calendar days allowed justifies an extension amounting to 19 calendar days. Although the contract special provisions indicate that increases in quantities and costs will not be considered as a reason for an extension of time, the work being done on the equipment rental basis was under the direct supervision of the engineer at all times so the special provision is contradictory. The rate of work and volume of work on rental projects are obviously influenced greatly by our engineer's instructions.

The delay cited by the contractor while he was waiting for the reservoir level to be lowered has not been considered since the work in this area did not materially effect the final completion of the project.

The original completion date for this contract was September 30, 1965. The project was completed October 9, 1965 which is 9 penalty days amounting to $1,800 in liquidated damages.

Based on the reasons given above, we recommend that the specified completion date be extended to October 9, 1965. This will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads Area Engineer who would not indicate concurrence in this request. His reluctance is based on the wording in the special provisions which disallow extensions based on increased quantities and costs.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

DES:nh

Attach.

cc: L. H. Young

RECEIVED
JAN 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 6 - 1966

ERFO - 10E(1)
6557

April 5, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 3
April 21, 1966 meeting

Gentlemen:

White Brothers Construction Company, Inc. and Ott-Atwater, Inc., contractors on the Sardine Creek-North Santiam River Section of the North Santiam Highway in Marion and Linn Counties, Contract No. 6557, request an extension of the specified completion date from September 30 to October 9, 1965.

This contract was an equipment rental and normal unit bid project. On the equipment rental bid items, there was a net increase over the original contract amount of $115,101. Price agreements and extra work orders added to the contract amount to $24,716. These increases represent 9.6 percent of the original contract amount. Since the equipment rental work is under the direct supervision of the engineer, an extension of 19 calendar days, based on these increased costs, is justified.

I recommend that the specified completion date be advanced to October 9, 1965. This will eliminate all liquidated damages. This is a Federal-aid Emergency Recovery Project and we have Bureau of Public Roads concurrence.

Telephonic approval was received from Chairman Jackson on April 4. Confirmation will be requested at the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

DES:nh bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6557 Contractor White Bros. Constr. Co., Inc. & Cet-Atwater, Inc.

Highway North Santiam

Section Sardine Cr.-N. Santiam River

Kind of Work Grading and Paving

It is recommended that such extension be granted as requested under the following terms and conditions:

The time be extended the full nine days which the contractor needed to complete the project.

This extension justified by increases in the equipment rental work being performed under the contract and additional work added to the contract by price agreement and extra work order.

Recommended for Approval:

R. D. Anthony
Division Engineer

L. Hurd Board
for Construction Engineer or Bridge Engineer

[illegible]
Assistant State Highway Engineer

Contract No.	6557
Project designation	BRO-205(1) (State—Federal)
Date awarded	March 17, 1965
Work started	March 30, 1965
Per cent completed	100% Oct. 9, 1965 (Date)
Specified completion date	Sept. 30, 1965
Previously extended to	None
Extension requested to	October 9, 1965

Form E-320—3M—7-55

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date November 10, 19 65

Gentlemen:

We, the undersigned, respectfully request an extension of 9 days time, from 9-30-65, 19..., to 10-9, 19 65, within which to complete our Contract No. 6557, described as follows: arline Creek - N. Santiam River Section of North Santiam Highway in Linn and Marion Counties.

The above request is based upon the following reasons: The contract amount and equipment time considerably overran the scheduled amount. As we were under the direct daily supervison of the Engineer, we had no way of anticipating the amount of time that was needed.

2. We were required to wait while thepool behind Detroit Dam was lowered so that we could complete some of the work.

Respectfully submitted,
Shiffer Bros. Construction Co., Inc. &
Ott-Atwater, Inc.
Contractor

By T. W. White, Secretary.

CONSENT OF SURETY

Date November 13, 19 65

We, General Insurance Company of America

..., as surety

on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA
By L. W. Hoff
Attorney-in-fact

HANDFIELD & CO.
By
Resident Agent

(SEAL)

State Printing 87499

RECEIVED
MAR 25 1966

(5)

Form CD-121
(11-65)
(Prss. by
A.O. 201-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

FOR FILING
ERFO-105(1)
6557

TO : ~~Mr. Forrest Cooper~~, State Highway Engineer
Salem, Oregon

DATE: March 23, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ERFO-105(1)
Sardine Creek - North Santiam River, Santiam Highway
Request for Time Extension

Reference is made to your March 14, 1966 letter which requested concurrence in the granting of a time extension on the subject project.

For the reasons given in your letter and because the "Engineer Directed" hourly equipment rental items apparently controlled and restrained the overall progress of the work, we hereby concur in the 9 calendar day time extension without the assessment of liquidated damages.

REFERRED TO
Bank - Asbury - Young - Morrison
BY ASST. STATE HWY. ENGR
3-25-66

NOTED
F. B. KLABOE

RECEIVED
MAR 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 15 1966
FOR FILING
ERFO-10E(1)
6557

March 14, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project ERFO-105(1)
Sardine Creek-North Santiam River, Santiam Highway
Contract No. 6557
Request for Time Extension

Dear Sir:

Your March 1 letter requests some further information to show that the hourly rental work controlled the overall progress and prosecution of this contract. The various phases of this repair are so interrelated and concurrent that we have prepared the attached chart to attempt to more clearly set forth the time involved in the various major work items.

All clearing, roadbed restoration, drainage installation, channel restoration and slope protection work on this project was done on an hourly rental basis.

The clearing and debris clean up could not all be accomplished before summer restrictions prohibited burning even though double shifts were worked. Some of this was the last work done and on penalty time.

In May, four separate grading spreads were employed to expedite the roadbed restoration ahead of the surfacing. During part of June and all of July the grading operations worked two shifts and additional equipment was added to the shoulder widening and culvert work. All of this was on the hourly rental basis and under our planning and direction. Starting June 4, surfacing was placed concurrently on completed roadbed under the unit bid items.

We firmly believe that the rental work controlled the overall progress during a majority of the duration of this project and that the 25.59 percent overrun in these items justifies the nine-day time extension requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. P. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

Attachment

546

VA:bhim amb

Grading & Related Equipment Rental Work
Crushing
Surfacing
Guard Rail
Paving
10-9-63

Mar. | April | May | June | July | Aug. | Sept.

Bids Received 3-16-65
Contract Awarded 3-17-65
Contract Work Started 3-28
9-30-65 Specified Completion Date
Contract Completed

Time - Work Chart
Sardine Cr. - No. Santiam River Section
North Santiam Highway
Contract 6557 Oregon Proj. ERFO-105(1)

RECEIVED
MAR 7 - 1966
FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 205-10)

UNITED STATES GOVERNMENT

Memorandum

EFFO-105(1)
6557

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 1, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
Acting Division Engineer

SUBJECT: Oregon Project ERFO-105(1)
Sardine Creek - N. Santiam River
Santiam Highway

We have reviewed your second request of January 17, 1966 for concurrence in granting extensions of contract time on the subject project. Also, this matter has been referred to our Regional Office for their advice and comments.

As a result of these reviews, we are willing to concur in granting time extensions as a matter of equity in the face of the contradictory provisions of this contract. However, your requests to date have been based solely on volume of work prorated to contract time without any showing that the "Engineer Directed" equipment rental items did in fact control and restrain the overall progress of work.

Our contact with this project work was not close enough to provide us with adequate information on which to approve time extension request. Would you provide us with information as to the nature and extent to which the engineer's directed work restrained the contractor's progress.

orig & Bond w/file
copies & Young
Maison
3-4-66

RECEIVED
MAR 2 1966
OFFICE
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 21 1966
FOR FILING
ERFO-105(1)
6557

February 18, 1966

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

On February 10, 1966, we wrote to you concerning release of final payment on Contract No. 6557 awarded to White Bros. Construction Company, Inc., and Ott-Atwater, Inc., for grading and paving on the Sardine Creek-North Santiam River Section of the North Santiam Highway in Marion and Linn Counties.

Final payment on this contract is $95,678.62 and the total contract amount is $1,661,344.17 including $30,182.06 for work performed under force account. We are retaining $1,480.10 pending a decision on non-specified material.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fcm

cc White Bros. Construction Co., Inc.
and Ott-Atwater, Inc.
P. O. Box 683
Walla Walla, Washington

C. H. Maison
Attn: John Herr

STATE COPY

Monthly transaction number	FORM PR-2A (8-63) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
2-8-36 2-8-37	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	Oregon
Project report number	2-9-66	County: Marion and Linn
5 6557		Project number: ERFO-105(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 2, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 2,438,602.00

Revised Federal funds $ 2,438,602.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9th day of February, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. ERFO-105(1)

SARDINE CREEK-SANTIAM JUNCTION SECTION OF THE

N. SANTIAM HIGHWAY IN MARION AND LINN COUNTIES

(Revised estimate as a basis for modification of project agreement. Based on revised quantities of low bid prices, temporary and permanent repairs by State force and negotiated equipment rental.)

Salem, Oregon, December 8, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code 6202
Roadway (MP 40.55 to MP 76.0) (Contract No. 6557)

Watering	8,900 M-gal.	$ 2.50	$ 22,250.00
SS-1 Asphalt in Watering	38,000 gal.	0.25	9,500.00
Moving Cost	All Required		60,000.00
Blade Grader, 23,500 lbs.	3,200 hour	14.00	30,380.00
Tractor (115 H.P.) and Dozer	2,720 hour	20.00	54,400.00
Tractor (115 H.P.), Dozer and Power Winch	220 hour	20.00	4,400.00
Tractor (185 H.P.) and Dozer	2,170 hour	23.00	49,910.00
Tractor (235 H.P.), Dozer and Ripper	1,000 hour	28.00	28,000.00
Power Shovel, 2-1/2 Cu.Yd.	3,300 hour	32.00	105,600.00
Loader, Front End, (Crawler Type), 2-1/2 Cu.Yd.	960 hour	22.00	21,120.00
Loader, Front End, (Wheel Type), 2-1/2 Cu.Yd.	110 hour	20.00	2,200.00
Dragline, Clamshell, Combination, 2-1/2 Cu.Yd.	1,760 hour	30.00	52,800.00
Backhoe, Clamshell, Combination, 1 Cu.Yd.	220 hour	25.00	5,500.00
Truck, Dump, 10 Cu.Yd.	12,900 hour	13.50	174,150.00
Truck, Dump, 12 Cu.Yd.	6,350 hour	15.50	98,425.00
Grid Roller with Tractor	550 hour	22.00	12,100.00
Track-Mounted Drill with Compressor	1,200 hour	28.00	33,600.00
Vibratory Compactor	330 hour	7.00	2,310.00
Saw, Portable Chain, 36" Bar	110 hour	8.00	880.00
Mercury-Vapor Lights, 1000 Watts	2,000 hour	1.50	3,000.00
Light Plant, Portable, 3000 Watts	2,000 hour	3.50	7,000.00
Explosives	110,000 lb.	0.42	46,200.00
Foreman	3,600 hour	8.50	30,600.00
Laborers	15,000 hour	5.00	75,000.00
Stone Base	81,700 ton	2.40	196,080.00
3/4" - 0 Material in Base	40,000 ton	2.60	104,000.00
RS-1 Asphalt in Tack Coat	40 ton	50.00	2,000.00
120-150 Asphalt in Ditch Oiling	5 ton	150.00	750.00

Class "B" Asphalt Concrete Mixture	40,000 ton	$ 4.50	$ 180,000.00
Asphalt Cement in Mixture	2,220 ton	33.00	73,260.00
Class "A" Concrete in Box Culverts	115 cu.yd.	90.00	10,350.00
Metal Reinforcement in Box Culverts	15,700 lb.	0.20	3,140.00
Furnish 18-inch Culvert Pipe, Steel	200 lin.ft.	3.00	600.00
Furnish 24-inch Culvert Pipe, Steel	440 lin.ft.	4.00	1,760.00
Furnish 30-inch Culvert Pipe, Steel	440 lin.ft.	6.00	2,640.00
Furnish 48-inch Culvert Pipe, Steel	70 lin.ft.	12.00	840.00
Guide Posts, W-1	1,040 only	6.50	6,760.00
Guard Rail	17,600 lin.ft.	2.50	44,000.00
Salvaging Guard Rail	1,100 lin.ft.	0.50	550.00
Guard Rail-Salvaged Guard Rail	1,100 lin.ft.	1.00	1,100.00
			$1,557,155.00
Construct Trash Racks	All Required		$ 5,000.00
Flagging (57½$ of Contractor's Cost)	All Required		5,000.00
Seeding and Mulching	All Required		2,500.00
Signing	All Required		600.00
Patching (MP 70.17 to 71.72) (MP 71.78 to 73.90)	All Required		10,000.00
			$ 23,100.00
	Subtotal		$1,580,255.00
	Engr. & Cont.		158,025.00
	Total		$1,738,280.00

Type Code 6201
Flood Repair Temporary and Permanent (MP 40.0 to MP 81.7)

Negotiated Equipment, Labor and Materials	All Required	$ 600,872.08
State Force Equipment, Labor and Materials	All Required	87,449.92
		$ 688,322.00
	Engr. & Cont.	10,000.00
	Total	$ 698,322.00

Length of Roadway - - - - - - - 41.7 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 2,000.00	$ 2,000.00
Roadway (Contract #6557)	1,738,280.00	1,738,280.00
Temporary & Permanent Repairs	698,322.00	698,322.00
	$2,438,602.00	$2,438,602.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 124-1065
124-1408
122-4470
122-4570
124-4469
124-4569

The State force equipment does not agree with the Phase I Report due to unforeseen costs. We used charges on the costs books to arrive at this amount. D.M.S. office charges are not included in this estimate.

Oregon State Highway Department

Federal Aid
Project No. RNFO-105(1)

SARDINE CREEK-N. SANTIAM RIVER SECTION OF THE

N. SANTIAM HIGHWAY IN MARION AND LINN COUNTIES

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 5, 1965

Type Code P.E.

Preliminary Engineering			$ 2,000.00

Type Code 6202
Roadway (MP 40.0 to MP 76.0)

Watering	1,900 M-gal.	$ 2.50	$ 4,750.00
38-1 Asphalt in Watering	38,000 gal.	0.30	11,400.00
Moving Cost	All Required		30,000.00
Blade Grader, 23,500 lbs.	2,280 hours	20.00	45,600.00
Tractor (115 HP) and Dozer	2,720 hours	22.50	61,200.00
Tractor (115 HP) Dozer and Power Winch	220 hours	25.00	5,500.00
Tractor (185 HP) and Dozer	2,170 hours	25.00	54,250.00
Tractor (235 HP) Dozer and Ripper	220 hours	31.00	6,820.00
Power Shovel, 2½ cu.yd.	3,300 hours	36.00	118,800.00
Loader, Front End (Crawler Type) 2½ cu.yd.	960 hours	32.00	30,720.00
Loader, Front End (Wheel Type) 2½ cu.yd.	110 hours	20.00	2,200.00
Dragline, Clamshell, Combination, 2½ cu.yd.	1,760 hours	36.00	63,360.00
Backhoe, Clamshell, Combination, 1 cu.yd.	220 hours	21.00	4,620.00
Truck Dump - 10 cu.yd.	9,550 hours	18.50	176,675.00
Truck Dump - 12 cu.yd.	6,350 hours	20.00	127,000.00
Grid Roller with Tractor	550 hours	15.00	8,250.00
Track Mounted Drill w/compressor	1,200 hours	27.50	33,000.00
Vibratory Compactor	330 hours	9.50	3,135.00
Saw, Portable Chain, 36" Bar	110 hours	7.50	825.00
Mercury-Vapor Lights, 1000 watts	2,000 hours	2.00	4,000.00
Light Plant, Portable, 3000 watts	2,000 hours	2.10	4,200.00
Explosives	110,000 lbs.	0.75	82,500.00
Foreman	3,600 hours	8.00	28,800.00
Laborers	15,000 hours	5.00	75,000.00

Stone Base	81,700 tons	$ 2.40	$ 196,080.00
3/4"-0 Material in Base	32,300 tons	2.50	80,750.00
RS-1 Asphalt in Tack Coat	40 tons	75.00	3,000.00
120-150 Asphalt in Ditch Oiling	5 tons	70.00	350.00
Class "B" Asphalt Concrete Mixture	40,000 tons	5.35	214,000.00
Asphalt Cement in Mixture	2,220 tons	34.00	75,480.00
Class "A" Concrete in Box Culverts	115 cu.yds.	65.00	7,475.00
Metal Reinforcement in Box Culverts	15,700 lbs.	0.15	2,355.00
Furnish 18" Culvert Pipe, Steel	200 lin.ft.	3.20	640.00
Furnish 24" Culvert Pipe, Steel	440 lin.ft.	4.10	1,804.00
Furnish 30" Culvert Pipe, Steel	440 lin.ft.	6.10	2,684.00
Furnish 48" Culvert Pipe, Steel	70 lin.ft.	10.00	700.00
Guide Posts, W-1	1,040 emly	7.00	7,280.00
Guard Rail	17,600 lin.ft.	2.75	48,400.00
Salvaging, Guard Rail	1,100 lin.ft.	1.00	1,100.00
Guard Rail-Salvaged Guard Rail	1,100 lin.ft.	1.00	1,100.00
			$1,625,803.00

Construct Trash Racks	All Required	$ 5,000.00
Flagging (57½% of Contractors Cost)	All Required	5,000.00
Seeding and Mulching	All Required	2,500.00
Signing	All Required	600.00
Patching (MP 70.17 to 71.72) (MP 71.78 to 73.90)	All Required	10,000.00
		$ 23,100.00
	Subtotal	$1,648,903.00
	10% Engr. & Cont.	164,890.00
	Total	$1,813,793.00

Length of Contract - - - - - - - - -36.0 miles (Intermittent Sections)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 50.00	$ 1,950.00
Roadway	1,813,793.00	49,750.00	1,764,043.00
	$1,815,793.00	$49,800.00	$1,765,993.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
Preliminary and Permanent Restoration Not Done by This Contract	$664,000.00	$ 18,300.00	* $ 645,700.00

*Note: This amount listed under State funds will be put in the Federal Funds column and claimed when and if funds become available.

Oregon State Highway Department

Federal Aid
Project No. [illegible]

SARDINE CREEK-N. SANTIAM RIVER SECTION OF THE

N. SANTIAM HIGHWAY IN MARION AND LINN COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 26, 1965

Type Code P.E.

Preliminary Engineering			$ 2,000.00

Type Code 6202
Roadway (MP 40.0 to MP 76.9)

Watering	1,900 M-gal.	$ 2.50	$ 4,750.00
SS-1 Asphalt in Watering	38,000 gal.	0.30	11,400.00
Moving Cost	All Required		30,000.00
Blade Grader, 23,500 lbs.	2,280 hour	20.00	45,600.00
Tractor (115 H.P.) and Dozer	2,720 hour	22.50	61,200.00
Tractor (115 H.P.), Dozer and Power Winch	220 hour	25.00	5,500.00
Tractor (165 H.P.) and Dozer	2,170 hour	25.00	54,250.00
Tractor (235 H.P.), Dozer and Ripper	220 hour	31.00	6,820.00
Power Shovel, 2½ cu.yd.	3,300 hour	36.00	118,800.00
Loader, Front End (Crawler Type) 2½ cu.yd.	960 hour	32.00	30,720.00
Loader, Front End (Wheel Type) 2½ cu.yd.	110 hour	20.00	2,200.00
Dragline, Clamshell, Combination 2½ cu.yd.	1,760 hour	36.00	63,360.00
Backhoe, Clamshell, Combination 1 cu.yd.	220 hour	21.00	4,620.00
Truck Dump-10 cu.yd.	9,550 hour	18.50	176,675.00
Truck Dump-12 cu.yd.	6,350 hour	20.00	127,000.00
Grid Roller with Tractor	550 hour	15.00	8,250.00
Truck Mounted Drill with Compressor	1,200 hour	27.50	33,000.00
Vibratory Compactor	330 hour	9.50	3,135.00
Saw, Portable Chain, 36' Bar	110 hour	7.50	825.00
Mercury-Vapor Lights, 1000 Watts	2,000 hour	2.00	4,000.00
Light Plant, Portable, 3000 Watts	2,000 hour	2.10	4,200.00
Explosives	110,000 lbs.	0.75	82,500.00
Foreman	3,600 hour	8.00	28,800.00
Laborers	15,000 hour	5.00	75,000.00
Stone Base	81,700 ton	2.40	196,080.00
3/4" - 0 Material in Base	32,300 ton	2.50	80,750.00
SS-1 Asphalt in Tack Coat	40 ton	75.00	3,000.00

120-150 Asphalt in Ditch Oiling	5	ton	$70.00	$ 350.00
Class "B" Asphalt Concrete Mixture	49,500	ton	5.35	264,825.00
Asphalt Cement in Mixture	2,700	ton	34.00	91,800.00
Class "A" Concrete in Box Culverts	115	cu.yd.	65.00	7,475.00
Metal Reinforcement in Box Culverts	15,700	lbs.	0.15	2,355.00
Furnish 18-inch Culvert Pipe, Steel	200	lin.ft.	3.20	640.00
Furnish 24-inch Culvert Pipe, Steel	440	lin.ft.	4.10	1,804.00
Furnish 30-inch Culvert Pipe, Steel	440	lin.ft.	6.10	2,684.00
Furnish 48-inch Culvert Pipe, Steel	70	lin.ft.	10.00	700.00
Guide Posts, M-1	1,040	only	7.00	7,280.00
Guard Rail	17,600	lin.ft.	2.75	48,400.00
Salvaging Guard Rail	1,100	lin.ft.	1.00	1,100.00
Guard Rail-Salvaged Guard Rail	1,100	lin.ft.	1.00	1,100.00
				$1,692,948.00
Construct Trash Racks				$ 5,000.00
Flagging (57½ of Contractor's Cost)				5,000.00
Seeding and Mulching				2,500.00
Signing				600.00
				$ 13,100.00
			Subtotal	$1,706,048.00
			10% Engr. & Cont.	170,604.00
			Total	$1,876,652.00

Length of Contract - - - - 36.0 Miles (Intermittent Sections)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 100.00	$ 1,900.00
Roadway	1,876,652.00	68,000.00	1,808,652.00
	$1,878,652.00	$68,100.00	*$1,810,552.00

WORK NOT INCLUDED IN PRESENT STATUS

Description	Total Cost	Federal Funds	State Funds
Preliminary and Permanent Restoration not done by this contract.	$ 664,000.00	$ --	*$ 664,000.00

*Note:

This amount listed under State funds will be put in the Federal funds column and claimed when funds become available.

Oregon State Highway Department

Federal Aid
Project No. NHPO-105(1)

SARDINE CREEK-N. SANTIAM RIVER SECTION OF THE

N. SANTIAM HIGHWAY IN MARION AND LINN COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 26, 1965

Type Code P.E.

Preliminary Engineering			$	2,000.00

Type Code 6202
Roadway (MP 70.0 to MP 76.0)

Watering	1,900 M-gal.	$ 2.50	$	4,750.00
SS-1 Asphalt in Watering	38,000 gal.	0.30		11,400.00
Moving Cost	All Required			30,000.00
Blade Grader, 23,500 lbs.	2,280 hour	20.00		45,600.00
Tractor (115 H.P.) and Dozer	2,720 hour	22.50		61,200.00
Tractor (115 H.P.), Dozer and Power Winch	220 hour	25.00		5,500.00
Tractor (185 H.P.) and Dozer	2,170 hour	25.00		54,250.00
Tractor (235 H.P.), Dozer and Ripper	220 hour	31.00		6,820.00
Power Shovel, 2½ cu.yd.	3,300 hour	36.00		118,800.00
Loader, Front End (Crawler Type) 2½ cu.yd.	960 hour	32.00		30,720.00
Loader, Front End (Wheel Type) 2½ cu.yd.	110 hour	20.00		2,200.00
Dragline, Clamshell, Combination 2½ cu.yd.	1,760 hour	36.00		63,360.00
Backhoe, Clamshell, Combination 1 cu.yd.	220 hour	21.00		4,620.00
Truck Dump-10 cu.yd.	9,550 hour	18.50		176,675.00
Truck Dump-12 cu.yd.	6,350 hour	20.00		127,000.00
Grid Roller with Tractor	550 hour	15.00		8,250.00
Truck Mounted Drill with Compressor	1,200 hour	27.50		33,000.00
Vibratory Compactor	330 hour	9.50		3,135.00
Saw, Portable Chain, 36' Bar	110 hour	7.50		825.00
Mercury-Vapor Lights, 1000 Watts	2,000 hour	2.00		4,000.00
Light Plant, Portable, 3000 Watts	2,000 hour	2.10		4,200.00
Explosives	110,000 lbs.	0.75		82,500.00
Foreman	3,600 hour	8.00		28,800.00
Laborers	15,000 hour	5.00		75,000.00
Stone Base	81,700 ton	2.40		196,080.00
3/4" - 0 Material in Base	32,300 ton	2.50		80,750.00
SS-1 Asphalt in Tack Coat	40 ton	75.00		3,000.00

120-150 Asphalt in Ditch Oiling	5 ton	$70.00	$ 350.00
Class "B" Asphalt Concrete Mixture	49,500 ton	5.35	264,825.00
Asphalt Cement in Mixture	2,700 ton	34.00	91,800.00
Class "A" Concrete in Box Culverts	115 cu.yd.	65.00	7,475.00
Metal Reinforcement in Box Culverts	15,700 lbs.	0.15	2,355.00
Furnish 18-inch Culvert Pipe, Steel	200 lin.ft.	3.20	640.00
Furnish 24-inch Culvert Pipe, Steel	440 lin.ft.	4.10	1,804.00
Furnish 30-inch Culvert Pipe, Steel	440 lin.ft.	6.10	2,684.00
Furnish 48-inch Culvert Pipe, Steel	70 lin.ft.	10.00	700.00
Guide Posts, W-1	1,040 only	7.00	7,280.00
Guard Rail	17,600 lin.ft.	2.75	48,400.00
Salvaging Guard Rail	1,100 lin.ft.	1.00	1,100.00
Guard Rail-Salvaged Guard Rail	1,100 lin.ft.	1.00	1,100.00
			$1,692,948.00
Construct Trash Racks			$ 5,000.00
Flagging (57½ of Contractor's Cost)			5,000.00
Seeding and Mulching			2,500.00
Signing			600.00
			$ 13,100.00
		Subtotal	$1,706,048.00
		10% Engr. & Cont.	170,604.00
		Total	$1,876,652.00

Length of Contract - - - - 36.0 Miles (Intermittent Sections)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 100.00	$ 1,900.00
Roadway	1,876,652.00	68,000.00	1,808,652.00
	$1,878,652.00	$68,100.00	*$1,810,552.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
Preliminary and Permanent Restoration not done by this contract.	$ 664,000.00	$ --	*$ 664,000.00

*Note:

This amount listed under State funds will be put in the Federal funds column and claimed when funds become available.

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Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

PROJECT REPORT NO.

ERFO-105(1)

6557

FC PR-2
(REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

8-2-65

STATE: Oregon

COUNTY: Marion and Linn

PROJECT NO. ERFO-105(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Sardine Creek - Santiam Jct. Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	2-17-65	35.45 Intermittent
RIGHTS-OF-WAY		
CONSTRUCTION	3-1-65	35.45
*OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,626,931.00	$ 1,626,931.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By /s/ F. B. Klaboe

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
/s/ L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer August 2, 1965

Oregon State Highway Department

Federal Aid
Project No. SRFO-105(1)

MARIAH CREEK - SANTIAM JUNCTION SECTION OF THE

E. SANTIAM HIGHWAY TO MAJOR AND LAND CONSTRUCT

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 8, 1965

Type Code P.E.

Preliminary Engineering		$	2,000.00

Type Code 6202
Roadway (MP 70.55 to MP 76.0) (Contract No. 6557)

Watering	1,900 M-Gal.	2.50	4,750.00
SS-1 Asphalt in Watering	38,000 Gal.	0.25	9,500.00
Roving Crew	All Required		60,000.00
Blade Grader 23,300 Lbs.	2,280 Hours	14.00	31,920.00
Tractor (115 H.P.) and Dozer	2,720 Hours	20.00	54,400.00
Tractor (115 H.P.) Dozer and Power Winch	220 Hours	20.00	4,400.00
Tractor (185 H.P.) and Dozer	2,170 Hours	23.00	49,910.00
Tractor (235 H.P.) Dozer and Ripper	220 Hours	28.00	6,160.00
Power Shovel 2½ Cu. Yd.	3,300 Hours	32.00	105,600.00
Loader, Front End (Crawler Type) 2½ Cu. Yd.	960 Hours	22.00	21,120.00
Loader, Front End (Wheel Type) 2½ Cu. Yd.	110 Hours	20.00	2,200.00
Dragline, Clamshell, Combination 2½ Cu. Yd.	1,760 Hours	30.00	52,800.00
Backhoe, Clamshell, Combination 1 Cu. Yd.	220 Hours	25.00	5,500.00
Truck Dump - 10 Cu. Yd.	9,550 Hours	13.50	128,925.00
Truck Dump - 12 Cu. Yd.	6,350 Hours	15.50	98,425.00
Grid Roller with Tractor	550 Hours	22.00	12,100.00
Truck Mounted Drill with Compressor	1,200 Hours	28.00	33,600.00
Vibratory Compactor	330 Hours	7.00	2,310.00
Saw, Portable Chain, 36" Bar	110 Hours	8.00	880.00
Mercury - Vapor Lights, 1000 Watts	2,000 Hours	1.50	3,000.00
Light Plant, Portable, 3000Watts	2,000 Hours	3.50	7,000.00
Explosives	110,000 Lbs.	0.42	46,200.00
Foreman	3,600 Hours	8.50	30,600.00
Laborers	15,000 Hours	5.00	75,000.00
Stone Base	81,700 Tons	2.40	196,080.00
3/4" - 0 Material in Base	32,300 Tons	2.60	83,980.00
RS-1 Asphalt in Tack Coat	40 Tons	50.00	2,000.00
120-150 Asphalt in Pitch Oiling	5 Tons	150.00	750.00

Class "B" Asphalt Concrete Mixture	40,000	Tons	4.50	180,000.00
Asphalt Cement in Mixture	2,220	Tons	33.00	73,260.00
Class "A" Concrete in Box Culverts	115	Cu. Yd.	90.00	10,350.00
Metal Reinforcement in Box Culverts	15,700	Lbs.	0.20	3,140.00
Furnish 18 inch Culvert Pipe, Steel	200	Lin. Ft.	3.00	600.00
Furnish 24 inch Culvert Pipe, Steel	440	Lin. Ft.	4.00	1,760.00
Furnish 30 inch Culvert Pipe, Steel	440	Lin. Ft.	6.00	2,640.00
Furnish 48 inch Culvert Pipe, Steel	70	Lin. Ft.	12.00	840.00
Guide Posts, W-1	1,040	Only	6.50	6,760.00
Guard Rail	17,600	Lin. Ft.	2.50	44,000.00
Salvaging Guard Rail	1,100	Lin. Ft.	0.50	550.00
Guard Rail - Salvaged Guard Rail	1,100	Lin. Ft.	1.00	1,100.00
				$1,454,110.00
Construct Trash Racks	All Required			$ 5,000.00
Flagging (57½% of Contractor's Cost)	All Required			5,000.00
Seeding and Mulching	All Required			2,500.00
Signing	All Required			600.00
Patching (MP 70.17 to 71.72) (MP 71.72 to 73.90)	All Required			10,000.00
				$ 23,100.00
			Subtotal	$1,477,210.00
			10% Engr. & Cont.	147,721.00
			Total	$1,624,931.00

Length of Contract . . . . . 35.45 Miles (Intermittent Sections)

Summary of Funds

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 2,000.00	$ 2,000.00
Roadway	1,624,931.00	1,624,931.00
	$1,626,931.00	$1,626,931.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Work Retained in Authorized Paving Status

Description	Total Cost	Federal Funds
Temporary & Permanent Work Not Covered by This Contract.	$892,862.00	$892,862.00

Prefix 124-1065
124-1108
122-4470 F
122-4570 F
124-4469 F
124-4569 F

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FEB 9 - 1966
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ERFO-165(1)
6557

February 8, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed October 9, 1965, on Contract No. 6557. The contract was with White Bros. Construction Co., Inc. and Ott-Atwater, Inc. and was for grading and paving on the Sardine Creek-North Santiam River Section of the North Santiam Highway in Marion and Linn Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 8, 1966, and that you concur in this procedure at the Commission meeting on March 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

RECEIVED
FEB 1 - 1966
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EXFO-105(1)
6557

January 31, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Sardine Creek-N. Santiam River, N. Santiam Highway,
Oregon Project EXFO-105(1)

Dear Sir:

Reference is made to my letter of January 3 and your reply of January 17 concerning the subject time extension request.

The analysis which we submitted justifying a 19-day extension was based on the total net overrun of all the contract bid items. The tabulation of six bid items was merely intended to show the rather extensive overrun in some of the equipment rental items and was not intended to represent the sum total of all overruns.

A review of the overruns of contract bid items which were on an hourly rate indicates that these items represent 49.92 percent of the original contract amount. The actual amount of these items and increases in the project cost due to the addition of work done by extra work order on an hourly basis indicates that the equipment rental and allied hourly rate items overran the original contract amounts by 25.99 percent. This figure includes bid items 4 through 21, 23 and 24.

On a project of this nature, the rental work controls the overall progress of the project until it is ready for surfacing and paving. Applying the percentage of hourly rate bid items (49.92 percent) against the original calendar days allowed (192) indicates that 96 calendar days could be recognized as representing the time allotted to perform this equipment rental work. Further, applying the overrun of these hourly rate items against these 96 days would justify a 25 calendar day extension.

Regardless of which method is used, whether the 19 days noted in my January 3 letter or the 25 days calculated above, either computation represents much more time than the nine days requested.

The special provision on page A pertaining to Section 8 of the Standard Specifications was not intended to supplant Section 120-3.2 of the Standard Specifications. It modifies Section 8.8 of the Standard Specifications. The situation created by this special provision is similar to that on a number of fixed completion date contracts, such as Siskiyou Station-Siskiyou Summit, Contract no. 6360, Oregon Project I-5-1(52)04, which have been the subject of much time extension correspondence between us. Our position is that we cannot delay the contractor by adding more work and then charge him a penalty for not completing the job on time. The fact that this was rental work under our direction emphasizes the inequity.

We ask that you reconsider and concur in a nine-day extension.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

DES:nh srb

RECEIVED
FEB 2 - 1966
FOR FILE

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6557

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 28, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ERFO-105(1)
Sardine Creek - Santiam Jct. Section
N. Santiam Highway
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. State Force Account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's December 8, 1965 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 41.7 (intermittent) miles of roadway and/or bridges at a total estimated negotiated contract amount of $610,872.08 and State force account work amount of $87,449.92. Estimated emergency fund participation is to be 100% financing or $698,322.00.

We concurred in the contract award for grading and paving on Sardine Creek - N. Santiam River Section on March 17, 1965.

REFERRED TO Young w/encls.
By Asst. State Hwy. Engr. 2-1-66

RECEIVED
JAN 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 4 - 1966
FOR FILING
ERFO-105(1)
6567

January 3, 1966

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Sardine Creek-North Santiam
River Section, North Santiam
Highway, Project No. ERFO-105(1)

Dear Sir:

We have received from White Brothers Construction Company, Inc. and Ott-Atwater, Inc., contractors on the subject project, a request for an extension of the specified completion date from September 30 to October 9, 1965. The contractors' request is based on an overrun in the original contract work.

Excluding anticipated extra work items, there were $24,716.42 in Price Agreements and Extra Work Orders added to the contract for overtime payment at the direction of the State, miscellaneous equipment, materials, et cetera. On the equipment rental bid items there was a net increase over the original contract amount of $115,101. These increases amount to 9.6 percent of the original contract amount. Applying this percentage against the original calendar days allowed justifies an extension amounting to 19 calendar days.

Some of the bid items which overran are:

	Contract Quantity	Actual Quantity
Tractor, 115 HP, Dozer and Winch	220 hrs.	2,375 hrs.
Tractor, 235 HP, Dozer and Ripper	220 hrs.	999½ hrs.
Loader, front end, 2½ cubic yard	110 hrs.	2,323½ hrs.
Saw, portable chain	110 hrs.	2,708 hrs.
Laborer	15,000 hrs.	35,224½ hrs.
3/4"-0 Material in base	32,200 Ton	34,778 Ton

Although the contract special provisions indicate that increases in quantities and costs will not be considered as a reason for an extension of time, the work being done on the equipment rental

basis was under the direct supervision of the Engineer at all times so the special provision is contradictory. The rate of work and volume of work on rental projects are obviously influenced greatly by our Engineer's instructions and judgment as to the scope of work to be accomplished.

The delay cited by the contractor while he was waiting for the reservoir level to be lowered has not been considered, since the work in this area did not materially affect the final completion of the project.

The original completion date for this contract was September 30, 1965. The project was completed October 9, 1965. Because the overrun in time on this project was a direct result of increased work, we recommend that the completion date for this project be extended to October 9, 1965. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

DES:nhJAB;bjm srb

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Sardine Creek - North Santiam River	WEEK ENDING: December 10, 1965
	SECTION PREFIX: 124-1065
HIGHWAY: North Santiam	COUNTY: Marion and Linn
NAME OF JOB: Sardine Creek-N. Santiam River Section	KIND OF WORK: Grading and Paving
CONTRACTOR: White Bros. Const. Co. & Ott-Atwater, Inc.	CONTRACT NUMBER: 6557
	FEDERAL AID PROJECT NUMBER: ERFO-105(1)
DATE OF CONTRACT: March 17, 1965	DATE WORK STARTED: March 30, 1965
	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN ____ SUPERVISION ____	SPECIFIED WORK DAYS
	WORK DAYS USED
	SPECIFIED CALENDAR DAYS
	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: September 30, 1965
	PERCENT OF TIME ELAPSED: 105
PROJECT AUTHORIZATION: $1,661,861.25	
EXCLUSIVE OF ENGINEERING: $1,543,684.45	ENGINEERING AUTHORIZATION: $ 118,176.80
	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,644,550.34	ENGINEERING COST TO DATE: $ 98,000.00
	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN / UNDERRUN: 4.9 %	PERCENT OF AUTHORIZATION: 83 %
	DATE PROJECT WAS COMPLETED: October 9, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	35.45	35.45			12.61
MILES PARTIALLY COMPLETED					
MILES COMPLETED	35.45	35.45			12.61
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		116,400 T			39,190 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Field crew worked four days this week setting reference monuments. This work should be completed about December 23.

The last of the supporting data for the semi-final estimate submitted to Division office on Wednesday, December 8, 1965.

FINAL REPORT

SIGNED E. H. Hall LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

ER-105 (1)

6557

for Complete Rpt
See : # 6653

cc: Mr. Forrest Sawyer
Mr. R. L. Pate
Mr. Tom Stone
Mr. F. D. Thomas
Mr. E. E. Medlin
Mr. C. H. Wilson
Mr. L. L. Young

JMM:fp crb

Form CD-12 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 12, 1965

In reply refer to: 08-35.5

FROM : A. M. Parsons, Division Engineer
Salem, Oregon

REFERRED TO
[illegible]
BY DEPUTY STATE HIGHWAY ENGINEER

SUBJECT: Inspection-in-Depth
Equipment Rental Procedures
Emergency Relief Projects

Reference is made to our memorandum of October 7, 1965 transmitting a copy of the subject report to your office.

In our memorandum we overlooked advising you that on Project ERFO-101(2) the daily records revealed that work was performed prior to Public Roads approval on Price Agreements No. 1, 3 and 5 as follows:

P.A. 1 - ½ ton pickup	Approved 4/1/65 - Work performed 3/29 to 3/31	24 hrs.
P.A. 3 - Wind machine	Approved 4/15/65- Work performed 3/31 to 4/14	132 hrs.
P.A. 5 - Air compressor	Approved 4/14/65- Work performed 4/7 to 4/13	38 hrs.

Summary:

P.A. 1 - 24 hours @ $1.50	=	$ 36.00
P.A. 3 -132 hours @ 1.00	=	132.00
P.A. 5 - 38 hours @ 5.30	=	201.40
Total Amount		$369.40

This amount should be transferred to non-participating.

Please advise when this has been done and we would also appreciate your comments on the recommendations contained in the inspection-in-depth report.

Orig to Mason
Copy to Young
10-13-65

Routing

RECEIVED
OCT 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 7, 1965

In reply refer to: 38-35.DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : P. Dee, Assistant Division Engineer
Salem, Oregon

SUBJECT: Inspection-in-Depth
Equipment Rental Procedures
Emergency Relief Projects

Attached herewith is a copy of the subject report.

Please note the recommendations on page 4 and take action if you deem appropriate.

Attachment

RECEIVED
OCT 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-65-EID-1

FORM PR-330 (5-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(Check Appropriate One) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	PROJECT NUMBER
0	Various	See below

DATE OF INSPECTION	PHASE(S) INSPECTED
July 11, 17, 23, 29	Equipment Rental Procedures

INSPECTION MADE BY	IN COMPANY WITH
E. A. Nichols, et al	See below

REPORT PREPARED BY
E. A. Nichols, Assistant Area Engineer

PROJECT INCLUDES
☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☐ MAJOR STRUCTURES ☒ OTHER (Specify) Wood waste repair.

CONTRACTOR (Name and address)	CONTRACT AMOUNT
See below.	$ See below.
	PROJECT STATUS (percent complete) See below.

LOCATION
See below.

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (Including needed followup action); (3) DETAILED REPORT OF INSPECTION.

INSPECTION-IN-DEPTH - EQUIPMENT RENTAL PROCEDURES
EMERGENCY RELIEF PROJECTS

Inspection time - 20 hours
Travel time - 27 hours
Write-up - 6 hours

Purpose of Inspection - The inspection was made to check the State's equipment rental procedures on Emergency Relief Projects.

Projects Inspected - This inspection covered projects in every Division of the State Highway Department except Division 5. There were no equipment projects in progress in that division. The following projects were inspected:

Project No.	Project Name	Contract No.	Contract Amt.	Contractor
ERFO 101(2)	Cascadia-Salt Cr. Tunnel Sec., Willamette Hwy.	6559	$1,482,591.00	Rogers Constr. Co., Portland, Ore.
ERFO 103(1)	Sardine Cr.-North Santiam Riv. Sec., Santiam Hwy.	6557	1,454,110.00	White Bros. Constr. Co. & Cox-Atwater, Inc., Walla Walla, Wash.
ER 106(1)	Fulton Canyon Sec., Fulton Canyon-Waldo Hwy.	6572	150,716.00	Rogers Constr.Co., Portland, Ore.

(more)

USCOMM-DC 9211-P64

-65-610-1

FORM PR-330 (5-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(Check Appropriate One) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	PROJECT NUMBER
6	Oregon	See below

DATE OF INSPECTION	PHASE(S) INSPECTED
July 24, (July 24, 27, 28, 29)	Equipment Rental Procedures

INSPECTION MADE BY	IN COMPANY WITH
W. W. Woodrow, et al	See below

REPORT PREPARED BY
W. W. Woodrow, Equipment Rate Engineer

PROJECT INCLUDES
☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☐ MAJOR STRUCTURES ☒ OTHER (Specify) Flood damage repair.

CONTRACTOR (Name and address)	CONTRACT AMOUNT
See below.	$ See below.
	PROJECT STATUS (Percent complete) See below.

LOCATION
See below.

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (Including needed followup action); (3) DETAILED REPORT OF INSPECTION.

INSPECTION-IN-DEPTH - EQUIPMENT RENTAL PROCEDURES
EMERGENCY RELIEF PROJECTS

Inspection time - 20 hours
Travel time - 27 hours
Write-up - 6 hours

Purpose of Inspection - The inspection was made to check the State's equipment rental procedures on Emergency Relief Projects.

Projects Inspected - This inspection covered projects in every Division of the State Highway Department except Division 5. There were no equipment projects in progress in that division. The following projects were inspected:

Project No.	Project Name	Contract No.	Contract Amt.	Contractor
ERFO 101(2)	Ochoco-Salt Cr. Tunnel Sec., Willamette Hwy.	6553	$1,432,691.00	Rogers Constr. Co., Portland, Ore.
ERFO 103(2)	Sardine Cr.-North Santiam Div. Sec., Santiam Hwy.	6557	1,454,110.00	White Bros. Constr. Co. & Oil-Actuator, Inc., Walla Walla, Wash.
ER 106(1)	Fulton Canyon Sec., Fulton Canyon-Waldo Hwy.	6572	150,716.00	Rogers Constr.Co., Portland, Ore.

(more)

USCOMM-DC 9221-P64

Oregon Highways (cont.)

Page 6

Project No.	Project Title	Contract Time	Contract Amt.	Contractor
NH-111(1), ERNO 111(2) & NH 137(1)	Marion Co.-John Day Hwy Jct. Sec., Ochoco Hwy. and Prineville-Crooked Riv. Jct., Bend-Lne Hwy.	0582	$ 76,063.10	Ray Norquist Sweet Home, Ore.
NH-121(1)	Smith Bridge-Yellow Cr. Sec. of Milton-Sutherlin Hwy.	6605	555,007.00	C. E. O'Neil Creswell, Ore.
NH-153(1)	Summer Lake-Valley Falls Sec., Fremont Hwy.	6620	22,007.20	Bud Stump
NH-154(2)	Warner Summit-Crooker Lookout Sec., Warner Hwy.	6601	31,405.02	Washington Constr. Co., Sheridan, Ore.
BH-168(1)	Pioneer Mountain Sec. Corvallis-Newport Hwy.	6519	253,695.75	C. E. O'Neil Creswell, Ore.
ERNO-169(2)	Dolalila Cr.-Yellow-jacket Cr. Sec., Mt. Hood Loop Hwy.	6527	463,301.90	Rogers Constr. Co. Portland, Ore.

The project status for the various projects was as follows:

Project No.	Percent time elapsed	Percent Complete
ERNO-101(2)	68	40
ERNO-109(1)	68	50
NH-106(1)	130	994
NH-111(1)-ERNO-111(2) & NH-137(1)	85	67
NH-121(1)	38	16
NH-153(1)	93	99
NH-154(2)	95	80
BH-168(1)	90	92
ERNO-169(2)	23	5

Personnel Party

E. A. Nichols acted as the team leader and was present on the inspection of all the projects. The other personnel on the inspection parties were as follows:

ERNO-101(2) - Clyde Pike, Auditor, ERR
Hilde Anderson, Resident Engineer, OSHD

(more)

RECEIVED
NOV 2 - 1965
FOR FILING

Form CD-121 (11-63) (Prnt. by A.O. 304-10)

UNITED STATES GOVERNMENT

Memorandum

ERFO-105(1)
68-1

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 27, 1965

In reply refer to: 08-35.DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ERFO 105(1)
Sardine Creek-N. Santiam River Section
North Santiam Highway
State Force Order No. 2

Mr. Young's letter of October 20, 1965 furnished copies of subject State Force Order covering permanent signing on subject ERFO project. This letter confirms our October 15, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter and in the estimated amount of $600.00 with Federal participation of 100%.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

NOTED
FILED

Attachment

RECEIVED
OCT 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Young & Wendt.
BY ASST. STATE HWY. ENGR.
11-1-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form A-100—6M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date OCT 15 1965 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Order No. 2

Project Name Sardine Creek-N. Santiam River Section Date October 2, 1965

Highway North Santiam Contract No. 6557 F. A. Project No. ERFO-105(1)

County Marion and Linn Prefix 124-1065 Account No. 276-02

Description of Work To Be Done:

J.A.H.

INSTALL PERMANENT SIGNS

Location by Station Numbers:

Entire project.

Estimate of Quantities and Costs:

Materials	$300.00
Labor	300.00
TOTAL	$600.00

Explanation:

Necessary to install and/or replace permanent signs throughout the project.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 1661,861.25
Present estimate of project cost, including $ 600.00 for work under this order	$ 1760,818.81
Expected ~~under-run~~ over-run (amount)	$ 98,957.56
Expected ~~under-run~~ over-run (per cent)	5.95

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. J. Hall
E. J. Hall, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry, Division Engineer

Approved: /s/ L. H. Young, ~~Deputy or Assistant State Highway Engineer~~ Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
NOV 2 - 1965

STATE COPY

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 20, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 9, 1965, on Contract No. 6557, Sardine Creek-North Santiam River Section, in Marion and Linn Counties, in connection with Federal-Aid Project No. ERFO-105(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: October 12, 1965

Conditions noted on above date:

None.

REFERRED TO
By Asst. State Hwy. Engr.
11-1-65

RECEIVED
OCT 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

By _____ OCT 28 1965
G. R. Brooks
District Engineer

RECEIVED
OCT 12 1965
FOR FILING
EA11-105(1)
651

October 12, 1965

Mr. John R. Sandefer
1179 Manzanita Street
Salem, Oregon

Dear Mr. Sandefer:

Mr. R. D. Asburry, Division Engineer, has forwarded to us your letter of August 25, 1965, to Mr. Edward J. Hall and a copy of your letter of June 22, 1965, to White Brothers Construction Company, Inc., concerning damage to your automobile which occurred June 17, 1965, on the North Santiam Highway while passing through the contractors operations.

White Brothers Construction Company, Inc., and Ott-Atwater, Inc., whose home address is P. O. Box 683, Walla Walla, Washington, were awarded our Contract No. 6557 for grading and paving on the North Santiam Highway.

The contractor under all contracts provides a performance bond which assures completion of the contract and the payment for all labor and material bills which enter into it.

Most contractors carry liability insurance to cover situations not covered by the performance bond. It appears that your claim should be presented to the liability insurance carrier. We do not have the name of the liability carrier as it is not required by the contract, and it is most likely the company to whom you wrote. General Insurance Company of America, 1975 SW 5th Avenue, Portland, Oregon, furnished the performance bond for this contract.

There is no legal action that the State can take in this instance and if you are not successful in securing payment, we suggest that you secure the advise of an attorney.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Paige

cc: White Brothers Construction Co., Inc.
& Ott-Atwater, Inc.
P. O. Box 683
Walla Walla, Washington

R. D. Asburry
Division Engineer

124-1065

FORM E-80 50M 2-65 SP°64T0-794

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1965

To: Mr. Floyd Query
Secretary
B U I L D I N G

SUBJECT: Damage Claim - John R. Sandefer
Sardine Cr.-N. Santiam River Section
North Santiam Highway
Contract 6557

Attached please find the following data pertaining to damage claim on car owned by Mr. Sandefer. Mr. Sandefer has requested that this claim be filed against the contractor on the subject project.

1. Copy of a letter from Mr. Sandefer to White Bros. Construction Company dated June 22, 1965, asking for payment for the repair of his car, which allegedly was damaged while traversing the subject project.

2. Copy of a letter from United Pacific Insurance Company to Mr. Sandefer dated July 28, 1965, denying the claim.

3. Copy of a letter from Mr. Sandefer to Resident Engineer Hall dated August 25, 1965, requesting the filing of a claim against the contractor covering the repair of the damages suffered.

4. Copy of a letter from Resident Engineer Hall further regarding this matter.

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:am

FORM S-20X—SON—1-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1965

SUBJECT: Sardine Creek-N. Santiam River Section
North Santiam Highway
Marion and Linn Counties
Contract No1 6557

To:

Mr. R.D. Asburry
Division Engineer
Salem

I am forwarding herewith a claim by Mr. John R. Sandefer, 1179 Manzanita Street, Salem, against White Bros. Const. Co1, Inc. & Ott-Attwater, Inc. for alleged damages to Mr. Sandefer's personal automobile on June 17, 1965 while passing through a section of the reconstruction on the subject project.

I have made every effort possible to get the contractor to dispose of this claim, but have had no success.

E. J. Hall
Resident Engineer

cc: file

Salem, Oregon
August 25, 1965

Edward J. Hall
4890 Coloma Drive, S.E.
Salem, Oregon

Dear Mr. Hall:

I am with this letter filing a claim of damages in the amount of $ 71.15 against the White Bros. Construction Company, P. O. Box 246, Idanha, Oregon. This company is under contract with the State of Oregon doing highway repairs on the Santiam Highway.

Enclosed you will find reproduced copies of my letter to this company dated 6-22-65, a copy of the bill which has been paid by me to Salem's Royal Rambler in the amount of $ 71.15 and a copy of the claim denial from United Pacific Insurance Group, Portland, Oregon.

United Pacific Insurance Group made no effort to contact me prior to their claim denial letter written on 7-28-65. I telephoned their Portland office on four different occasions. I talked with a Mr. Pederson during the latter part of July and he at that time informed me that he was going to deny my claim. When I questioned on what basis he was making the denial, he said that it was not necessary for me to drive through the area where my car was damaged and that I could have turned around and not gone through. It is obvious to anyone who reads me letter that I definitely questioned the flagman on 2 occasions and on the second one he informed me that it was alright and for me to procede. When I told Mr. Pederson this he seemed vague on what to do and finished off the conversation by saying that he would have to look into my claim again. I'm am quite sure he did not do this for I received the claim denial letter in a couple of days thereafter.

There is absolutely no doubt in my mind that there was negligence on the contractor's part in not maintaining a passable road at the location my car was damaged. You, Mr. Hall, can attest to the very bad road condition there for you went down to investigate my claim andagreed the road could not be considered a passable road at that time. Also, my car was not the only car damaged at that time at that location in the road.

I ask that you channel this letter and the enclosures through the proper procedures in order that it may eventually arrive at the Secretary of State's Office. In addition I wish to personally thank you for the time and consideration you have spent with my problem on behalf of the State of Oregon.

Sincerely,

John R. Sandefer

John R. Sandefer
1179 Manzanita Street, N.E. (364-5615)
Salem, Oregon

3 enclosures.

UNITED PACIFIC INSURANCE GROUP

SYMBOL OF SERVICE

PORTLAND BRANCH: 415 S.W. 10th AVENUE • PORTLAND, OREGON 97205

C-O-P-Y

July 28, 1965

Mr. John R. Sandefer
1179 Manzanita, N. E.
Salem, Oregon

Re: D/Loss - June 17, 1965
Our Insured - White Bros. Construction Co.

Dear Mr. Sandefer:

In response to your claim for damages resulting to your vehicle while traversing the Santiam Highway, which was under construction, the facts fail to indicate any liability in behalf of our above named insured.

Under the circumstances, we have no alternative but to respectfully deny your claim.

Very truly yours

UNITED PACIFIC INSURANCE COMPANY

D. N. Pederson

DNP:jm

D. N. Pederson
Claims Department

Salem, Oregon
June 22, 1965

C-o-p-y

White Bros. Construction Company
P. O. Box 246
Idanha, Oregon

Dear Sirs:

This letter is in regards to damage to my personal automobile which occurred on the Santiam Highway in a portion of that road in which your company is contracting to repair through the State of Oregon.

At approximately 3:50 P.M., June 17, 1965 I was proceeding in a westerly direction in my car towards Salem. Only myself and my eight year old son were in my car. At on or about the 58 mile post there was a delay in the traffic and I remained at a stop for almost ten minutes. I was first in line behind a construction vehicle, which I remember was unloaded. The vehicle pulled off to the right side and then I was waved on by the flagman in charge. I took one look at the road ahead on me which was one-way traffic for approximately 150' or thereabouts and immediately couldn't believe that it was passable road without any danger to my car. The day had been a raining dark day with a lot of mud on the road. At this time only one side of the road was passable, so to speak, the river side, boulders could be seen here and there in the road to be traversed. There was about 2½' of clearance of the side of my car to the edge of the road and then a drop to the river. On the right side there was less clearance than the 2½' most of the time and then the road was elevated several feet and can remember a "cat" sitting on this level, but can't remember seeing a operator. I made the remark to the flagman something to the effect, "you don't expect me to go through that mess do you"?. He only nodded, made no remark, and waived his sign, but at his side. I wanted to be sure he understood me and that he considered the road passable. I yelled at him again and with a "Yes, sir, you go ahead" or something to that effect and then raised his sign to the "Slow" position and was then certain to proceed. In less that 30' I started to scrape the bottom of my '64 Rambler. I tried to get out of the ruts, on to any solid ground, but when I tried I sank suddenly down to a hard level again. It was not possible to maneuver only a foot or so to either side, because of the narrow one-way road to drive in. I struck at least two or three large boulders very hard - so hard that my eight year old son awoke(the only other passenger in the car besides myself) and became frightened because of the rumbling noise of the car striking rocks. I proceeded at an extremely slow pace of a couple of miles an hour through the mess and pulled off to the side of the road at the first wide spot - in fact, I remember there was a two-wheel trailer with the left wheel removed - at the location I stopped and I just ahead of the trailer. The continual impact had unjarred the first catch on my car hood and also I looked under the car - could see nothing as a dark day and did not have my flashlight. The car was running alright, but a continual scraping noise was coming from underneath and I definitely knew I had damaged the car.

I was in the local Rambler garage in Salem early the next morning, Friday, June 18, 1965 they evaluated the damage, had to order the bell housing from Portland. This arrived just yeaterday and my car was then repaired.

The bill which I got today from Royal Rambler in the amount of $ 71.15 is enclosed. I was told by Mr. E. J. Hall, Idanha Resident Engineer for the State of Oregon, that you are not only insured against this sort of damage, but also that mine was not only the only car damaged on this exact stretch of the road. I regret to cause you this inconvenience, but in the meantime the same has occurred to me.

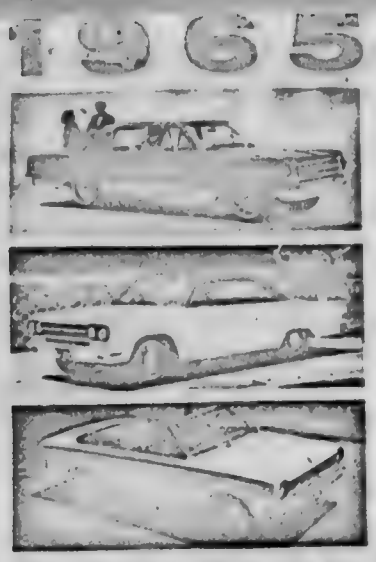
The bill from Royal Rambler which I picked up today and is unpaid and in account in my name, is being presented to you for payment to me. Please give this claim of damaged your immediate attention. Thank you very much.

Yours truly,

John R. Sandefer

c: Mr. E. J. Hall

John R. Sandefer, 1179 Manzanita St., N.E., Salem, Oregon



SALEM'S
ROYAL RAMBLER
370 CHURCH STREET, N.E.
PHONE 581-1451

C-O-P-Y

June 21, 1965

In Account with
John R. Sandefer
1170 Manzanita NE
Salem, Oregon

Repairs to 1964 Rambler Ambassador
Model 6435-S, serial H266040, license FAR133

Replace bell housing - damaged in road construction		25.35
Straighten transmission, pan, filter, retainers and bell cover		
Realign transmission mounting - alignment to rear end		10.40
Realign valve body in transmission due to mashed in pan		
Replace front and rear seats due to distortion of alignment		
		$35.75
Parts:		
1 Housing	27.50	
1 gasket	.40	
1 seal	1.75	
1 seal	2.50	
	32.15	32.15
5 qts. Aut. Trans. Oil		3.25
		$ 71.15

RECEIVED
OCT 8 - 1965
FOR FILING

ERFO-105(1)

October 8, 1965

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6357, Sardine Creek-North Santiam River grading and paving project on the North Santiam Highway in Marion and Linn Counties is anticipated. This is a flood repair project which will be covered by E. R. Funds. White Bros. Construction Co., Inc., and Ott-Atwater, Inc., of Walla Walla, Washington, are the contractors.

The original project authorization was $1,661,661.25. The present anticipated cost is $1,770,050.19, indicating an overrun of $108,388.94 or 6.51 percent.

The major reasons for this overrun are due to increases in quantity of the hourly bid items covering labor and certain equipment rental and in the surfacing material needed to maintain the roadway and detours under heavy summer traffic. Additional unanticipated clearing work was required by the U. S. Forest Service and an additional rip-rap source had to be developed.

This request for an additional authorization will be presented to you at the November 4 Commission meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Quary
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

DES:jkk:JAB:bjm fn

FORM E-90 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29, 1965

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer

OFFICE

SUBJECT: Overrun of Project Authorization
Sardine Cr.-N. Santiam River
Section
North Santiam Highway
Contract No. 6557

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for grading and paving is under contract to White Bros. Construction Co., Inc. and Ott-Atwater, Inc. of Walla Walla, Washington. The original project authorization was $1,661,861.25. The present anticipated cost is $1,770,050.19, indicating an overrun of $108,188.94 or 6.51%.

The major reasons for this overrun are due to an increase in the bid items for laborer, 10 cu. yd. dump trucks, front end loader, tractor with dozer and power winch and 3/4"-0 material in base. The laborer and tractor with dozer and power winch overrun was caused by additional clearing required by the Forest Service. All of this clearing and burning work was conducted under traffic conditions, greatly increasing the amount of laborer time involved. The overrun in these 2 items amounts to $143,000. The overrun in 10 cu. yd. dump trucks and front end loader time was caused by the necessity to develop an alternate rip rap source for work to be done east of Marion Forks when the material at the Minto Creek quarry was determined to be of insufficient quantity. The overrun in these 2 items amounts to $93,000. Maintenance of the existing highway during construction required over 7,000 tons of 3/4"-0 material amounting to $20,000.

Engineering on this contract is expected to underrun the authorization by $24,000.

It is recommended that the project authorization be increased by $108,188.94 from $1,661,861.25 to $1,770,050.19.

NOTED
F. B. KLABOE

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

DES:jkk
Attach.

cc:. L. H. Young

RECEIVED
OCT 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-121 (11-63) (Prev. ed. A.O. 266-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
6521 Salem, Oregon

DATE: October 7, 1965

In reply refer to: 08-35.DA

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Inspection-in-Depth
Equipment Rental Procedures
Emergency Relief Projects

Attached herewith is a copy of the subject report.

Please note the recommendations on page 4 and take action if you deem appropriate.

10-20-65

Attachment

RECEIVED
OCT 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

-65-510-1

FORM PR-33D (6-64).

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(Check Appropriate One) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	PROJECT NUMBER
6	5	See below

DATE OF INSPECTION	PHASE(S) INSPECTED
July 21, 27, 28, 29	Final Field Review

INSPECTION MADE BY: [illegible], et al — IN COMPANY WITH: See below.

REPORT PREPARED BY: [illegible], Assistant Area Engineer

PROJECT INCLUDES

☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☐ MAJOR STRUCTURES ☒ OTHER (Specify) Flood Damage Repair.

CONTRACTOR (Name and address)	CONTRACT AMOUNT
See below.	$ See below.
	PROJECT STATUS (Percent complete)
	See below.

LOCATION: See below.

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (Including needed followup action); (3) DETAILED REPORT OF INSPECTION.

PURPOSE OF INSPECTION - [illegible]

Inspection time - 32 hours
Travel time - 12 hours
Write-up - 8 hours

Purpose of Inspection - The inspection was made to check the State's equipment rental procedures on Emergency Relief Projects.

Projects Inspected - This inspection covered projects in every Division of the State Highway Department except Division 5. There were no equipment projects in progress in that division. The following projects were inspected:

Project No.	Project Name	Contract No.	Contract Amt.	Contractor
ERFO 101(2)	Oakridge-Sale Cr. Tunnel Sec., Willamette Hwy.	6586	$1,444,401.00	Rogers Constr. Co., Portland, Ore.
ERFO 105(1)	Sardine Cr.-North Santiam Div. Sec., Santiam Hwy.	6957	1,454,118.00	White Bros. Contrac. Co. & Chas. Madsen Const. Co., Walla Walla, Wash.
ER 106(1)	Fulton Canyon Sec., Tuleck Canyon-Waldo Hwy.	6972	150,716.00	Rogers Constr.Co., Portland, Ore.

(more)

USCOMM-DC 9221-P64

Projects Processed (cont.)

Project No.	Project Title	Contract Date	Contract Amount	Contractor
FR-111(1), BLM 111(2) & FR 107(1)	Rocks Cr.-John Day Hwy Jct. Sec., Canoe Hwy. and Prineville-Dreshel Hiv. Sec., Mill-Ina Hwy.	6512	$ 70,620.10	Roy Konvalot Sweet Home, Ore.
FR-121(1)	Smith Bridge-Willow Cr. Sec. of Tinton-Sutherlin Hwy.	6501	555,007.00	C. H. O'Neil Creswell, Ore.
FR-150(1)	Summer Lake-Valley Falls Sec., Fremont Hwy.	6520	22,307.20	Bud Stamp
FR-154(1)	Warner Summit-Crooker Reservoir Sec., Warner Hwy.	6501	31,435.00	Washington County Co., Sheridan, Ore.
FR-160(1)	Pioneer Mountain Sec. Corvallis-Lebanon Hwy.	6519	216,695.75	C. H. O'Neil Creswell, Ore.
BRF0-190(2)	Rocklie Cr.-Yellow-jacket Cr. Sec., Mt. Hood Loop Hwy.	6527	469,001.90	Rogers Constr. Co. Portland, Ore.

The project status for the various projects was as follows:

Project No.	Percent time Charged	Percent Complete
BRF0-151(2)	88	40
BRF0-189(1)	65	80
FR-165(1)	120	994
FR-111(1)-BLM0-111(2) & FR-107(1)	85	87
FR-121(1)	38	16
FR-150(1)	95	99
FR-154(1)	96	80
FR-160(1)	94	92
BRF0-190(2)	26	5

Inspection Party:
L. J. Nichols acted as the work leader and was present on the inspection of all the projects. The other personnel on the inspection parties were as follows:

BRF0-161(2) - Clyde Riley, Walker, BPR
Arlie Anderson, Resident Engineer, OSHD

(over)

Information Items (cont.)

ERTO-108(1) - Clyde Pike, Auditor, BPR
J. L. Lowder, Area Engineer, BPR
L. J. Hill, Resident Engineer, OSHD

ER-109(1) - Clyde Pike, Auditor, BPR
Richard S. Hankins, Resident Engineer, OSHD

ER-111(1), ERTO-111(2), ER-137(1) -
Clyde Pike, Auditor, BPR
J. L. Lowder, Area Engineer, BPR
Robert H. Clark, Resident Engineer, OSHD

ER-121(1) - Cecil Bassett, Auditor, BPR
M. E. Martin, District Engineer, BPR
Paul Riedl, Area Engineer, BPR
John R. Ingledew, Jr., Resident Engineer, OSHD

ER-153(1) - Clyde Pike, Auditor, BPR
C. E. Christensen, Asst. Area Engineer, BPR
Jim Putnam, Division Engineer, OSHD
L. J. Hunn, Resident Engineer, OSHD

ER-154(1) - Same as ER-153(1).

ER-160(1) - Cecil Bassett, Auditor, BPR
M. E. Martin, District Engineer, BPR
Glenn Mosher, Area Engineer, BPR
Ray Asbury, Division Engineer, OSHD
W. E. Bourn, Resident Engineer, OSHD

ERTO-108(2) - Clyde Pike, Auditor, BPR
Allis Craft, Area Engineer, BPR
W. H. Bryant, Asst. Area Engineer, BPR
Richard S. Hankins, Resident Engineer, OSHD

SUMMARY

(1) The General Daily Progress reports were quite complete except that specific pieces of equipment used during the day were not listed in detail.

(2) The pay quantities were kept current on suitable forms. These forms were signed daily by authorized representatives of both the contractor and State, indicating agreement as to the quantities shown. This practice should be commended in that it should eliminate substantially all possibilities of pay disputes.

(more)

Summary (Cont.)

(3) The documentation as to what kind the equipment on the project met specification requirements was generally incomplete. However, it must be noted that all the equipment observed by the writer equalled or exceeded specification requirements.

Recommendations

(1) The equipment used should be completely itemized on some type of permanent record. In order to facilitate this it is suggested that it be specified that the contractor is required to give a list of his equipment on the project. The list should include his number or other suitable identification and the rating of the equipment.

(2) The dates when a piece of equipment is brought to and removed from the project should be noted on a permanent record. Perhaps it could be noted on the above suggested list.

Project Documentation

According to all the resident engineers there was no directive issued from the Central Office as to the method or type of records which should be kept. Consequently each resident devised his own method of keeping records on equipment, with the advice of the State's Division office in some cases.

Basic Documents

The initial record on all the projects except FA-106(1) was the form "General Daily Progress Report" (Form PR-4). This report is completed by the field inspector. In general, the reports contained information as to the number of each type of equipment on the job, the contractor's hours and a narrative. In addition to the work in progress the narrative usually contains a general description of the equipment used, and pertinent notations such as rain, delays, etc. As mentioned above, this form was not used on project FA-106(1), however the same data is kept in the inspector's diary.

It is the writer's opinion that the field inspectors have done an excellent job in maintaining a complete record of the activities on this form and in their diaries. Only in one instance has it been noted that equipment had been paid for without mention of the equipment or the type of operations in which the equipment would be used in the Progress Report. There is one area in which it appears that some improvement might be made in documentation. That is where several pieces of the same type of equipment, such as dump trucks or trailers, the inspectors often just note "10 trucks or 4 dump trucks working - - -". Since this report is a basic record it could eliminate doubt if each piece of equipment were positively identified by the contractor's number or some suitable form of identification.

(over)

The resident engineer or project inspector, Mr. Daily, had two inspectors give this information to Daily who then recorded the balances and expenditures in their reports. The inspectors obtained this information but it was kept on pieces of paper that were not made a part of the permanent records. Mr. Ingraham instructed inspectors during the inspection that the information was to be henceforth kept in the inspector's diary.

In addition to the General Daily Inspection Reports the inspector on BR-121(1) kept a diary, and the inspectors on BR-112(2) and 154(2) kept the daily itemized list on both a duplicate "Daily Progress Report" (Example 2).

Two other types of information which, if properly documented, might eliminate future disputes were not found in complete detail. One is in case a particular piece of equipment is moved to and from the project. The other is a distribution, daily basis, concerning the equipment. Both types of information could be kept on one form. It was possible to determine when some of the equipment was moved to and from the project from information in the diaries, etc.; however, it appeared that the information was not given complete on most of the projects. The inspector on BR-101(2) had requested and received an equipment list from the contractor. It was not current but it did give all the desired information on each piece of equipment.

In an attempt to eliminate future disputes about pay quantities, all the residencies used a daily form upon which the hourly basis pay items were summarized. Form F-129(7-61) -Daily Record of Force Account Work (Example 3) was used on all projects except one. The other two projects had a large number of pay items so the residencies devised their own forms. Examples 4 and 5 were used on projects BRS-101(2) and BR-121(1), respectively.

In all cases the record for each day was signed not later than the following day by the authorized representatives of the State and contractor. The signatures indicate complete agreement on the recorded information. The amount paid to the contractor is based on the information shown in this report.

Summary of Items

The items and summations on the daily record sheets for projects BRS-102(2) and BR-121(1) as can be seen in examples 4 and 5. A tabulation showing the running totals was kept on projects BRS-103(1), BR-111(1), etc. and BR-112(2). Some minor discrepancies in these totals were found. However, the calculations had not been checked and normally errors were found and corrected at that time.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

GENERAL DAILY PROGRESS REPORT

DATE 7-7-65

Form F-474 (10-64)

SECTION SMITH BR. - YELLOW CR.

HIGHWAY ELKTON - SUTHERLIN

CONTRACTOR C.R. O'NEIL

WEATHER CLEAR

CONTRACT NUMBER 6585

F. A. NUMBER ER-121(1)

PREFIX 110-1007

EQUIPMENT

BULLDOZERS 2	CLAM	1	TRACTOR AND POLE 3
ROLLER	SHOVEL 1		TRUCKS 1-FLATBED
COMPRESSOR 2	CRUSHER		MIXER
DISTRIBUTOR	PAVER		WATER WAGON 1
TP CHAMMER 2			EUCLID END DUMP 3
WAGON DRILL 1			

LABOR

OPERATORS 17 LABOR 8 SUPERVISION 1-SUPT.

FOREMAN 1

TIME

	1 CLEARING	2 DRAINAGE	3 GRADING	4 TOPSOIL	5 FENCE	6 SPRINKLING	7 ROCK	8 PAVING	9 FLAG	10 UTILITIES
SHIFT START			7:00 AM						7:00 A.M.	
SHIFT END			4:30 PM						4:30 P.M.	
SHIFT START										
SHIFT END										
SHIFT START										
SHIFT END										

KIND OF WORK, AMOUNT, STATION, EQUIPMENT, LABOR (CONTRACTOR, UTILITIES, AND R. R.)

D9 dozer loading three 631 scrapers at Sta. 515+521 Left, and hauling to Sta. 540 Left.
CL dozer helping in fill with ripper. One D8(#17) dozer placing material on the fill. One
dozer at Sta. 520. Blade is pulling ditch & maintaining haul roads.
80D shovel loading 3 Euclid end dumps at Sta. 547 Left, and also hauling to Sta.
540 Left. One D8(#32) dozer working on rock slide at Sta. 570+ washout at Sta. 515 Right.
Two jackhammers working at Sta. 560 and one wagon drill at Sta. 570.
Three laborers ditch & fencing salvaged guard rail posts.

COMMENTS AND INSTRUCTIONS TO CONTRACTOR:

Donald E. Hansen
INSPECTOR

Example # 2

Form E-210—1034
State Printing

OREGON STATE HIGHWAY DEPARTMENT

DAILY PRODUCTION REPORT

SURFACING AND OTHER ROCK CRUSHING JOBS

Section ..... Report No. .....

Highway ..... Date .....

County ..... Job Prefix ..... Contract No. .....

Contractor ..... Quarry or Pit .....

Kind and Grade of Material	Cubic Yards			Location of Today's Deposits	
	Previous	This Date	Total	Station to Station	
TOTALS					

Show separately the quantities of each kind and grade of material. Make duplicate series of reports for each quarry or pit. Send original copy to Salem office and duplicate copy to Division Engineer.

..... Inspector

ORLGON STATE HIGHWAY DEPARTMENT

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all Extra Work Orders except those for flagging where STATE pays 50½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

FORM 23 (7-63)

NAME

ENTITY

PROJECT

FORCE ACCOUNT NUMBER

SUPERINTENDENT

CONTRACT NUMBER

DATE

ORDER NO.

Sheet ___ of ___

SHIFT

REMARKS

LABOR, MATERIALS & EQUIPMENT

NAME OF MAN OR EQUIPMENT	CLASS OF WORK OR UNIT	HRS.	RATE	TOTAL COST	CLASS OF LABOR	HRS.	HOURLY RATE	TOTAL COST

OREGON STATE HIGHWAY DEPARTMENT — DAILY EQUIPMENT RENTAL REPORT

SECTION Oakridge - Salt Creek Tunnel — CONTRACT NO. 6553

HIGHWAY Willamette — INDEX 20 - 1014

CONTRACTOR Rogers Construction, Inc. — DATE

	ITEM	HOURS USED THIS DAY	TOTAL HOURS BROUGHT FORWARD	HOURS THIS DATE	TOTAL HOURS
2.	Blade Grader				
3.	Tractor (135 H. P.), Dozer				
4.	Tractor (165 H. P.), Dozer and Winch				
5.	Tractor (75 H. P.), Dozer				
6.	Power Shovel, 2½ C. Y.				
7.	Power Shovel, 3/4 C. Y.				
8.	Crane, Truck Mounted, Dragline				
9.	Trucks, Dump, 6 C. Y.				
10.	Trucks, Dump, 10 C. Y.				
11.	Trucks, Dump, 20 C. Y.				
12.	Trucks, Flatbed, 1½ Ton				
13.	Trucks, Pickup, 3/4 Ton (Without Operator)				
14.	Trucks, Sprinkler, 4,000 Gal., with Pump				
15.	Loader, Wheel Type, 3/8 C. Y.				
16.	Loader, Wheel Type, 1 C. Y.				
17.	Loader, 4 Wheel Drive, ½ C. Y.				
18.	Loader, Crawler, 2 C. Y.				
19.	Roller, Vibratory, with Power				
20.	Roller, Grid, with Power				
21.	Tamper, Gasoline Engine, Hand Operated				
22.	Pump, Portable, 3 - 4 inch				
23.	Saw, Portable Chain, Minimum 36 inch Bar				
24.	Wagon Drill, 3½ inch Rubber Tired with Compressor				
25.	Explosives		lbs.	lbs.	lbs.
26.	Foreman				
27.	Laborers				

Contractor's Rep. _____ Inspector _____

CONTRACT NO. (Mill - Dall) — CONTRACT NO. _____

Sh 4A

OREGON STATE HIGHWAY DEPARTMENT — DAILY REPORT — EQUIPMENT RENTAL PROJECT

PRIOR AGREEMENT ITEMS

SECTION Columbia - Salt Creek Tunnel — CONTRACT NO. 6553

HIGHWAY [illegible] Butte — DIST. 20 - 1014

CONTRACTOR Rogers Construction Co. — DATE

PRICE AGREEMENT NO. & ITEM	NO. USED THIS DATE	TOTAL HOURS BROUGHT FORWARD	HOURS THIS DATE	TOTAL HOURS
P.A. #1 3/4 Ton Pick-up				
P.A. #2 3,700 gal. Water Truck				
P.A. #3 Windmachines				
P.A. #4 Jackhammers				
P.A. #5 210 Air Compressors				
P.A. #6 Overtime Sprinkling				
P.A. #7 2 1/2 yd. shovel/backhoe				
P.A. #9 SS-1 Asphalt				
P.A. #10 Loader 4 Wheel Dr.				
P.A. #11 Tractor with Ripper				
P.A. #12 4 yd. Shovel				

Contractor's Rep. _____ Inspector _____

PROJECT NO. ERFO - 1(6) — REPORT NO. _____

OREGON STATE HIGHWAY DEPARTMENT

ER-121(1)

PROJECT: Smith Bridge-Yellow Jr. Sect.
HIGHWAY: Elkton-Sutherlin
CONTRACTOR: C.R.C. Hill

PREFIX: 110-1007
CONTRACT: 6-58-5

DAILY RECORD OF WORK PERFORMED
MONTH July YEAR 1961

DATE	5	6	7	8	9	10	WEEKLY TOTALS	TOTALS TO DATE
ITEM:	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.		
Moving costs								
Blade grader	H	9	9	9	9	-	36	134
Tractor with dozer	H	27	27	19	21½	16	119½	609
Tractor with dozer, rake, winch	H	5½	7½	5	3	-	30	138½
Scraper	H	24	27	27	27	-	105	365½
Power shovel	H	8½	9	9	9	-	35½	168½
Loader, front end								
Backhoe								
Grid roller with tractor								
Trucks, dump	H	-	2	9	9	-	20	56
Trucks, flatbed	H	9	9	9	9	-	36	81
Wagon drill	H	12½	5	3	2	-	22½	117½
Jackhammer	H	-	10	3	7	-	20	40
Air compressor, 105 cfm	H	-	10	3	7	-	20	371
Air compressor, 600 cfm	H	12½	5	3	2	-	22½	117½
Chain saw		-	-	-	-	-	0	113
Laborers	H	80½	71	76	71	24	324½	1594
Powderman	H	9	9	9	9	-	36	123
EUCLID END DUMP	H	25½	27	27	27	-	106½	213½

DATE	5	6	7	8	9	10	TOTAL	TOTAL
ITEM	MON.	TUE.	WED.	THUR.	FRI.	SAT.		
Moving costs								
Blade grader	H	9	9	9	9	-	36	134
Tractor with dozer	H	27	27	17	21½	16	111½	409
Tractor with dozer, rake, winch	H	8½	7½	5	9	-	30	138½
Scraper	H	24	27	27	27	-	105	365½
Power shovel	H	8½	9	9	9	-	35½	168½
Loader, front end								
Backhoe								
Grid roller with tractor								
Trucks, dump	H	-	2	9	9	-	20	56
Trucks, flatbed	H	9	9	9	9	-	36	81
Wagon drill	H	12½	5	5	2	-	22½	117½
Jackhammer	H	-	10	3	7	-	20	40
Air compressor, 105 cfm	H	-	10	3	7	-	20	57½
Air compressor, 600 cfm	H	2½	5	3	2	-	22½	117½
Chain saw		-	-	-	-	-	0	113
Laborers	H	81½	71	76	71	24	323½	1592
Powderman	H	9	9	9	9	-	36	123
EUCLID END DUMP	H	25½	27	27	27	-	106½	413½

SHEET NO. 6

Emergency Relief Projects

Supplement No. 2 to Circular Series No. 1945

In accordance with the Special Provisions of the Public Resolution of Congress approved April 8, 1935, the following projects have been established for the employment of persons on relief rolls:

EPSN-1001(1) Sandia Park-Hill Creek Bridge, Bernalillo County
EPSN-1002(1) Santa Rosa-Vaughn Road, Guadalupe County
EP-1501(1) Tucumcari-Conchas Dam Road, Quay County
EP-1502(1) Mosca Canyon-Raton Pass Road, Colfax County
EP-1101(1), EPSN-1102(1), EP-1103(1) Las Vegas-Bernalillo-Cochiti-Santa Fe Road, Bernalillo-Santa Fe Counties
EP-1201(1) Estancia-Willard Road, Torrance County
EPSN-1202(1) Willard-Mountainair Road, Torrance County
EP-1211(1) Cuba-Regina-Youngsville Road, Sandoval County
EP-1001(1) Pajarito Mountain Road, Otero County

On those projects EP-1211(1) and EPSN-1202(1) the Bureau of Public Roads has agreed to furnish the necessary engineering and supervision. The Bureau of Public Roads will also furnish the necessary equipment and will pay the cost of operating and maintaining the same. The Bureau of Public Roads will also furnish the necessary materials for the construction of the projects.

On all other projects which are to be constructed by the use of relief labor, the Bureau of Public Roads will furnish the necessary engineering and supervision and will pay the cost of operating and maintaining the equipment used on the projects. The Bureau of Public Roads will also furnish the necessary materials for the construction of the projects. The Bureau of Public Roads will not furnish any equipment for use on the projects. The Bureau of Public Roads will not furnish any materials for the construction of the projects.

FORM CO-100 (7-20-35)
Public Roads Administration

The [illegible] of [illegible] shall record
and [illegible] the [illegible] record
for the period.

The number of [illegible] for which [illegible]
[illegible] of the [illegible] shall be recorded as
[illegible] at the [illegible] record [illegible]
[illegible] [illegible].

FORM CD-100 (7-20-00)

Form No. F-[illegible] [illegible] 7-64

RECEIVED
NOV 1 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Marion Creek-N. Santiam River Section Date September 16, 1965

Highway North Santiam Contract No. 6537

County Marion and Linn Kind of Work Grading and Paving Contractor White Bros. & Ott-Attwater

Contract Amount $1,454,110.00

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
See attached sheet.			
Minor items, unitemized algebraic total			-8,634.00
Subtotal			$ 159,856.00
Approved work orders (Price, extra work and state force orders)			$ 45,816.42
Expected over-runs and under-runs in work orders:			Amount
Major items, itemized:			
P.A. #4 Furnish Bar Run River Gravel			$2,019.85
E.W.O. #2 Additionnal Labor Costs			2,000.00
E.W.O. #4 Rental of Miscellaneous Equipment			5,300.00
Minor items, unitemized algebraic total			66.54
Subtotal			$ 9,386.39
Authorization for engineering			$ 118,176.80
Expected over-run or under-run of engineering authorization			$ -24,176.80
Costs not included above (explain)			$
Allowance for future contingencies (4.5 % of work remaining)			$ 6,681.38
Credits to come from transfers and deductions			$
Present estimate of project cost			$ 1,770,050.19

Brief Statement of principal causes of over-run: Approximately 15 acres additional clearing added to project by request of Forest Service. It is estimated 350 thousand board feet of merchantable timber was logged, hauled, and decked off the right of way. Considerable cost in doing this additional clearing and burning under traffic conditions. It was necessary to develope a new riprap source for the work east of Marion Forks due to lack of sufficient material at Minto Creek quarry. Developing the source and the additional haul distance added considerable

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

(OVER)

Project authorization	$1,661,861.25	
Present estimate of project cost	$1,770,050.19	
Expected over-run (Amount)	$ 108,188.94	
Expected over-run (per cent)	6.51	

Space to right of this line is for use of Salem office.

Submitted by: E. J. Hall Resident Engineer

Noted by: Construction or Bridge Engineer

Confirmed by: Division Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 86719

REPORT C.. EXPECTED OVER-RUN OF PROJECT AD..ORIZATION

PROJECT NAME Sardine Creek-N. Santiam River Section
HIGHWAY North Santiam
COUNTY Marion and Linn

DATE September 16, 1965
CONTRACT NO. 6527
CONTRACTOR White Bros. & Ott-Attwater

Major items, itemized:		Quantity	Unit Price	Amount
Item #1	Watering	7,100	$ 2.50	$ 17,750.00
" 4	Blade Grader, 23,500 lbs.	910	14.00	12,740.00
" 5	Tractor (115 HP) and Dozer	- 670	20.00	-13,400.00
" 6	Tractor (115 HP), Dozer and Power Winch	2,165	20.00	43,300.00
" 7	Tractor (185 HP) and Dozer	-1,585	23.00	-36,455.00
" 8	Tractor (235 HP), Dozer and Ripper	780	28.00	21,840.00
" 9	Power Shovel, 2½ cu. yd.	-1,580	32.00	-50,560.00
" 11	Loader, Front End (wheel type) 2½ cu. yd.	2,370	20.00	47,400.00
" 12	Dragline, Clamshell, Comb. 2½ cu. yd.	-1,465	30.00	-43,950.00
" 13	Backhoe, Clamshell, Comb. 1 cu. yd.	680	25.00	17,000.00
" 14	Truck, Dump, 10 cu.yd.	3,370	13.50	45,495.00
" 15	Truck, Dump, 12 cu.yd.	-1,250	15.50	-19,375.00
" 19	Saw, Portable Chain, 36" Bar	2,590	8.00	20,720.00
" 22	Explosives	-78,750	.42	-33,075.00
" 23	Foreman	2,240	8.50	19,040.00
" 24	Laborer	20,000	5.00	100,000.00
" 26	3/4"-0 Material in Base	7,700	2.60	20,020.00
Minor items, unitemized algebraic total				-8,634.00
Subtotal				$159,856.00

Form No. E-221-10M-7-55

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NOV 1 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Marion Creek-N. Santiam River Section Date September 16, 1965

Highway North Santiam Contract No. 6557

County Marion and Linn Kind of Work Grading and Paving Contractor White Bros. & Ott-Attwater

Contract Amount $1,454,110.00

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			

See attached sheet.

Minor items, unitemized algebraic total		-8,634.00
Subtotal		$ 159,856.00
Approved work orders (Price, extra work and state force orders)		$ 45,816.42
Expected over-runs and under-runs in work orders:	Amount	
Major items, itemized:		
P.A. #4 Furnish Bar Run River Gravel	$2,019.85	
E.W.O. #2 Additional Labor Costs	2,000.00	
E.W.O. #4 Rental of Miscellaneous Equipment	5,900.00	
Minor items, unitemized algebraic total	66.54	
Subtotal		$ 9,586.39
Authorization for engineering		$ 118,176.80
Expected over-run or under-run of engineering authorization		$ -24,176.80
Costs not included above (explain)		$
Allowance for future contingencies (4.5 % of work remaining)		$ 6,681.38
Credits to come from transfers and deductions		$
Present estimate of project cost		$ 1,770,050.19

Brief Statement of principal causes of over-run: Approximately 15 acres additional clearing added to project by request of Forest Service. It is estimated 350 thousand board feet of merchantable timber was logged, hauled, and decked off the right of way. Considerable cost in doing this additional clearing and burning under traffic conditions. It was necessary to develope a new riprap source for the work east of Marion Forks due to lack of sufficient material at Minto Creek quarry. Developing the source and the additional haul distance added considerable

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

(OVER)

Project authorization	$1,661,861.25	
Present estimate of project cost	$1,770,050.19	
Expected over-run (Amount)	$ 108,188.94	
Expected over-run (per cent)	6.51	

Space to right of this line is for use of Salem office.

Submitted by: E. J. Hall — Resident Engineer

Noted by: ..... Construction or Bridge Engineer

Confirmed by: ..... Division Engineer

Noted by: ..... Deputy or Assistant State Highway Engineer

State Printing 86719

cost to the project.

Approximately 7,000 tons of crushed rock was used in maintenance of temporary driving surfaces while project was being constructed.

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DIVISION

Routing
Morgan
Decker
Bond
Barbee
Walker
Clerk
Swan
Pease
Morelock
Trout
Olsen
RECEIVED
SEP 3 1965
CONSTRUCTION
DIVISION

REPORT C.. EXPECTED OVER-RUN OF PROJECT AU..ORIZATION

PROJECT NAME Sardine Creek-N. Santiam River Section DATE September 16, 1965

HIGHWAY North Santiam CONTRACT NO. 6557

COUNTY Marion and Linn CONTRACTOR White Bros. & Ott-Attwater

Major items, itemized:		Quantity	Unit Price	Amount
Item #1	Watering	7,100	$ 2.50	$ 17,750.00
" 4	Blade Grader, 23,500 lbs.	910	14.00	12,740.00
" 5	Tractor (115 HP) and Dozer	- 670	20.00	-13,400.00
" 6	Tractor (115 HP), Dozer and Power Winch	2,165	20.00	43,300.00
" 7	Tractor (185 HP) and Dozer	-1,585	23.00	-36,455.00
" 8	Tractor (235 HP), Dozer and Ripper	780	28.00	21,840.00
" 9	Power Shovel, 2½ cu. yd.	-1,580	32.00	-50,560.00
" 11	Loader, Front End (wheel type) 2½ cu. yd.	2,370	20.00	47,400.00
" 12	Dragline, Clamshell, Comb. 2½ cu. yd.	-1,465	30.00	-43,950.00
" 13	Backhoe, Clamshell, Comb. 1 cu. yd.	680	25.00	17,000.00
" 14	Truck, Dump, 10 cu.yd.	3,370	13.50	45,495.00
" 15	Truck, Dump, 12 cu.yd.	-1,250	15.50	-19,375.00
" 19	Saw, Portable Chain, 36" Bar	2,590	8.00	20,720.00
" 22	Explosives	-78,750	.42	-33,075.00
" 23	Foreman	2,240	8.50	19,040.00
" 24	Laborer	20,000	5.00	100,000.00
" 26	3/4"-0 Material in Base	7,700	2.60	20,020.00
Minor items, unitemized algebraic total				-8,634.00
Subtotal				$159,856.00

RECEIVED
OCT 12 1965
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon the inclusion of project [illegible] additional funds are [illegible]
Date SEP 2 1965 By [illegible]
Title [illegible]
U.S. Bureau of Public Roads

Project Name Sardine Creek-North Santiam River Section Date Sept. 13, 1965

Highway North Santiam Contract No. 6557

County Marion and Linn Prefix 124-1065

Contractor White Bros. Constr.Co., Inc. & Ott-Atwater, Inc. F. A. Project No. ERFO-105(1)

Address P. O. Box 246, Idanha, Oregon Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Asphaltic concrete patching

Location by station numbers:

MP 53.17 - 55.00, 60.80 - 62.78, 70.04 - 76.00

Estimate of quantities and cost:

AGC rental rates to apply

Equipment rental	$ 2,087.00
Labor	1,400.00
Total	$ 3,487.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This order is to cover the labor and equipment required in hauling and placing approx. 1,000 tons of asphaltic concrete mixture in patching.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 1,661,861.25	
Present estimate of project cost, including $ 3,487.00 for work under this order	$ 1,760,218.81	
Expected ~~under-run~~ over-run amount	$ 98,357.56	
Expected ~~under-run~~ over-run per cent	5.92	

Submitted by: /s/ E. J. Hall
E. J. Hall — Resident Engineer

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approval Recommended: /s/ James A. Bond
For — Construction Engineer or Bridge Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer.~~
~~Assistant State Highway Engineer.~~ or
Office Engineer.

State Printing

RECEIVED
SEP 29 1965
FOR FILING

Form E-300—234 ERFO-10E(1)

1 1 1

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 1 1965 By /s/ L. H. Young
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Sardine Creek-North Santiam River Section Date August 27, 1965

Highway North Santiam Contract No. 6557

County Marion and Linn Prefix 124-1065

Contractor White Bros. Constr. Co., Inc., & Ott-Attwater, Inc. F. A. Project No. ERFO-105(1)

Address PO Box 246, Idanha, Oregon Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct trash racks.

Location by station numbers:

MP 42.30 (Mayflower Creek)
MP 43.31 (Whitman Creek)

Estimate of quantities and cost:

Materials	$2,500.00
Labor	1,500.00
Equipment Rental	1,000.00
Total	$5,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Extra work will consist of fabrication and installation of trash racks over the portals of the drainage tunnels at Whitman Creek and Mayflower Creek and a trash rack installed over the twin 72' overflow pipes at Whitman Creek. Funds included in original authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,661,861.25
Present estimate of project cost, including $5,000.00 for work under this order	$1,745,870.00
Expected ~~under-run~~ over-run amount	$84,008.75
Expected ~~under-run~~ over-run per cent	5.05

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. J. Hall, Resident Engineer

Approval Recommended: /s/ R. D. Asburry, Division Engineer

Approval Recommended: /s/ John A. Bond, for Construction Engineer or Bridge Engineer

Approved /s/ L. H. Young, State Highway Engineer or ~~District Engineer~~ Office

State Printing

RECEIVED
AUG 12 1965

FORM CO-121
(11-63)
(Formerly PR-24)
A.O. FOR FILING

U. S. GOVERNMENT

Memorandum

105(1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6557

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 10, 1965

In reply refer to: 08-35.4-DA

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ERFO 105(1)
Sardine Creek-N. Santiam River Section
North Santiam Highway
State Force Order No. 1

Mr. Young's letter of July 20, 1965 furnished copies of subject State Force Order covering seeding and mulching on subject ERFO project. This letter confirms our July 10, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter and in the estimated amount of $2,500 with Federal participation of 100%.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

REFERRED TO
Young w/enc.
By Asst. State Hwy. Engr.
8-12-65

NOTED
F. B. KLABOE

RECEIVED
AUG 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-100—SM

SUMMARY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 1 0 1965 /s/ R. D. Asburry Dist. Engineer
U.S. Bureau of Public Roads

Order No. 1

Project Name Sardine Cr.-N. Santiam River Section Date July 7, 1965

Highway North Santiam Contract No. 6557 F. A. Project No. ERFO-105(1)

County Marion and Linn Prefix 124-1065 Account No. 224-238

Description of Work To Be Done:

Grass seeding, fertilizing and mulching to be done by State erosion control crews on cut and fill slopes throughout the project against erosion and for roadside improvement.

Location by Station Numbers:

Entire project.

Estimate of Quantities and Costs:

10 acres Seed & Fertilizer @ $75/A = $ 750.00

10 acres Mulching @ $175/A = 1750.00

Total $2500.00

Materials to be used per acre:

25 lbs. mixed grass seed
400 lbs. 10-16-8 fertilizer
2 tons grass straw.

Explanation:

State is equipped to perform work with specialized equipment with substantial savings of public funds. Funds needed have been authorized. This work has not been done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,661,861.25
Present estimate of project cost, including $2,500.00 for work under this order	$1,661,861.25
Expected under-run / over-run (amount)	$ -0-
Expected under-run / over-run (per cent)	-0-

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. J. Hall
E. J. Hall Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ R. D. Asburry Division Engineer

Approved: /s/ L. H. Young ~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

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AUG 6 - 1965
FOR FILING

FORDHAM AND FORDHAM
CERTIFIED PUBLIC ACCOUNTANTS

LESTER [illegible], C.P.A.
LESLIE E. "ROY" FORDHAM, C.P.A.
BRUCE H. CORNELL, C.P.A.
JESSE L. HUDSON, P.A.
LARRY P. BEUTELSCHIES

233 EAST WASHINGTON ST.
HILLSBORO, OREGON 97123

MITCHELL 4-6911
MIDWAY 8-3191

ERFO-105(1)
REFERRED TO
Ottawa
BY SECRETARY

NOTED
R. L. PORTER
REFERRED TO
Klabon
BY COUNTY STATE HIGHWAY ENGINEER

Copy to Cooper 7-26

1132

July 27, 1965

Oregon State Highway Department,
Salem, Oregon

Ref: White Bros. Construction Co, Inc.
and
Ott-Atwater, Inc.
Contract No-6557
M. Santiam Highway

Gentlemen:

In an examination of force account work, as auditors for the above referenced Joint Venture, we note that the contractors force account claims have been reduced by hourly Health and Welfare payments claimed.

The project office manager has informed us that the Health and Welfare costs attributable to reimbursed overtime were eliminated from the Force Account claims by the Salem office staff.

We can see no apparent reason for disallowance of the contractors costs of Health and Welfare payments that are required by Union Contracts presently in force.

According to the Contractors records a total of $276.91 has been paid through July 5, 1965 for Health and Welfare benefits all applicable to over time hours approved by the State Highway Department Engineer in charge of the project.

It is our opinion that these excess costs are properly reimbursable to the contractor on Force Account work.

Discussed our reasons for disallowance of H+W with Mr. Fordham. He now agrees our Method of payment was equitable. No written reply necessary— 8/4/65

FORDHAM AND FORDHAM
CERTIFIED PUBLIC ACCOUNTANTS

LESTER L. FORDHAM, C.P.A.
LESLIE E. "ROY" FORDHAM, C.P.A.

BRUCE H. CORNELL, C.P.A.
JESSE L. HUDSON, P.A.
LARRY P. BEUTELSCHIES

233 EAST WASHINGTON ST.
HILLSBORO, OREGON 97123

MITCHELL 4-6911
MIDWAY 8-3191

May we have your opinion on this matter, setting forth the reasons for the disallowance of that portion of Force Account claims.

Very truly yours,

FORDHAM & FORDHAM
Certified Public Accountants

Lester L. Fordham

Lester L. Fordham

cc: White Bros, Construction Co.,Inc.
and
Ott-Atwater, Inc.

RECEIVED
JUL 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 28 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 27 1965
FOR FILING

ERFO-105(1)
6557

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 7 1965 By _____ Division Engineer
Title U.S. Bureau of Public Roads

Project Name Sardine Creek-N. Santiam River Section Date July 19 65
Highway North Santiam Contract No. 6557
County Marion and Linn Prefix 124-1065
Contractor White Bros. Const. Co., Inc.&Ott-Atwater, Inc. F. A. Project No. ERFO-105(1)
Address P. O. Box 246, Idanha, Oregon Order No. 2-Supplemental #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Reimburse contractor for his additional labor costs when working overtime beyond his regular shifts at the direction of the engineer.

Location by station numbers:

Entire project.

Estimate of quantities and cost:

Equipment operators of fully operated equipment		$2,400.00	
Foreman		600.00	
Laborers		1,000.00	
	Subtotal EWO #2		$4,000.00
Equipment operators of ully operated equipment		$1,200.00	
Foreman		300.00	
Laborers		500.00	
	Subtotal EWO #2 (SUPP.)	$2,000.00	2,000.00
	TOTAL EWO #2		$6,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contract provides that overtime work at the direction of the engineer will be classed and paid for on the extra work basis. It is understood and agreed that this order provides for payment to the contractor of his additional and actual labor costs only, which is to be (OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,661,861.25	
Present estimate of project cost, including $2,000.00 for work under this order	$1,661,861.25	
Expected under-run / over-run amount	$ -	
Expected under-run / over-run per cent	-	

Submitted by: /s/ E. J. Hall
E. J. Hall, Resident Engineer

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approval Recommended: /s/ John A. Bond
For Construction Engineer or Bridge Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

above and beyond his bid item for the particular fully operated equipment or labor classification involved.

Required overtime has exceeded previous estimate.

Considerable overtime has been necessary due to slide removal, cleanup after blasting and preparation of the work areas for traffic after shutdown of normal shift.

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SEP 27 1965
OREGON DIVISION

RECEIVED
JUL 16 1965

SP*6418-734

FOR FILING

ERFO-105(1)

6557

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1965

To: MEMO TO THE FILES

SUBJECT: Complaints of Asphalt on Cars due to Emulsion in Sprinkling Water
Sardine Creek-N. Santiam River Section
N. Santiam Highway
Contract No. 6557

Several complaints by the traveling public have been made regarding their cars being sprayed with asphalt on the subject project.

On July 13, 1965 R. D. Asburry, Division Engineer, Ed Hall, Resident Engineer, and myself inspected the project, mainly to check these complaints.

Emulsion has been used in the sprinkling water on this project to alleviate a dust problem and stabilize the surface material. At the time we visited the project, sprinkling with the emulsion and water was being done so we were able to view the whole situation.

There were some pockets in the roadway which filled with the sprinkling solution and wherever the surface was tight the solution remained in a liquid form on the top without fast penetration. Traffic through the area caused splashing on both their own cars and on others which were being passed or directly following. While the areas were signed, the cars were not especially observing the slow signs and it is believed the splashing would have occurred to some extent, although much less, even at a slow speed. By experimentation it was found that by tight blading a berm completely across the roadway following the application of sprinkling, the throw of the emulsion was practically eliminated. Also discussed was to sprinkle the berm of rock at the edge of the roadway and after the emulsion had broken then blade this berm completely across the highway. This will be tried to determine which method is best. A regular binder shot was also considered and will be recommended if the above methods do not take care of the problem.

Mr. Dorman, sub-contractor, was contacted and advised that the asphalt on car problem would have to be taken care of and that we could not allow the public to travel over the fresh emulsion. He was very cooperative and agreed to try the above methods.

NOTED
F. B. KLABOE

It was agreed that the emulsion would only be used in the areas where the base rock and 3/4"-0 crushed leveling course was in place. At other areas of grading only water would be used, except possibly in extreme conditions and then sparingly.

It is believed the above will remedy the problem.

John H. Walker
Assistant Construction Engineer

JW:bjm

cc: F. B. Klaboe
R. D. Asburry
E. J. Hall

RECEIVED
JUL 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form 2-500-67

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date 6-1965 By [illegible]
Title Highway Engineer
U.S. Bureau of Public Roads

ERFO-105(1)

Project Name Sardine Cr... - N. Santiam River Section Date July 6, 1965

Highway 6557 North Santi... Contract No. 6557

County Marion a... Prefix 124-1065

Contractor White Bros. Mach. Co., Inc. & Ott-Attwater, JV Project No. ERFO-105(1)

Address P. O. Box ..., Idanha, Oregon Order No. 4 (Supp)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and operate miscellaneous equipment of kind, sizes, and capacities not provided for in the special provisions.

Location by station numbers:

Entire project.

Estimate of quantities and cost:

Standard A.G.C. rental rates to apply.			
Equipment rental		$ 2,000.00	
Labor		500.00	
	Subtotal EWO #4	$ 2,500.00	$ 2,500.00
Equipment rental		6,000.00	
Labor		1,500.00	
	Subtotal EWO #4 Supp.	7,500.00	7,500.00
		TOTAL EWO#4	10,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Additional types of equipment not provided in the special provisions are now needed to carry on the work on the project. The following equipment is needed at the present time and it is certain that other miscellaneous equipment will be required for short intervals as the work progresses.

(Over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,661,861.25	Space at right of this line for use of Salem office
Present estimate of project cost, including $10,000.00 for work under this order	$1,661,861.25	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ E. J. Hall — Resident Engineer

Approval Recommended: /s/ R. D. Asburry — Division Engineer

Approval Recommended: /s/ John A. Bond — for Construction Engineer or Bridge Engineer

Approved /s/ L. H. Young [redacted]

Signatures orig & Young 7-27-65

NOTED
F. H. KLASSEN

Logging truck
Log loader
Jack hammer
Small protable compressor and hoses
Blower for burning of stumps, and debris from clearing operations.

A large amount of logs are being cleared from the project and according to agreements with the U.S. Forest Service, these logs will have to be decked out of the construction area. A log loader and a truck will have to be used to gather up and move these logs to a central decking area.

Some overhang in developing in the rock cuts and as it is not practical to build a road to the top of these cuts for the air trac drills, a jack hammer and small compressor is required in drilling this overhang.

Burning of debris from the storm damage plus limbs and stumps from clearing operations is progressing slowly. Several wind machines or blowers would speed up this phase. It is imperative that the burning be completed as soon as possible due to the approaching fire season.

ORDER #4 (SUPPLEMENTAL)

Amount of logs to load and haul out of construction area are considerably more than originally anticipated. Original estimate was approximately 150 M board feet, present estimate is 300 M board feet.

Necessary to pay rental on pickups for fire patrolmen due to fire season starting before all clearing completed.

Contractor requested to furnish small backhoe with fromt end loader to use on short culvert pipe extensions and for ditch cleaning. This equipment less interference with traffic than larger machine.

RECEIVED
JUL 22 1965
OREGON DIVISION

RECEIVED
JUL 6 - 1965
FOR FILING
ERFO-105(1)

July 2, 1965

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Addition to Fiscal 1966
Forest Highway Program

An application is made to have a small project on the North Santiam Highway, Forest Highway No. 24, added to the Fiscal 1966 Forest Highway Program. This project is for the correction of a flooding situation at Gardine Creek, milepoint 40.35 to milepoint 40.50, which became evident due to the December and January storms of this past winter. The culvert that was installed under a previous Forest Highway project has proved inadequate. It has become apparent that a bridge structure should be substituted for the culvert. You will recall that this was proposed as a part of ERFO 105(1).

It is your opinion that this project would not have all the characteristics to fully meet the Emergency Relief Funding requirements but that a portion of it would. The cost of the structure and related work is estimated to be $50,000.00. Your letter of May 24 suggested that a grant in lieu for the part qualifying as Emergency Relief would be an amount between $32,000 and $39,300. Accordingly, we suggest that this grant in lieu be applied to the proposed project and Forest Highway funds utilized for the balance. This can be made available from the unprogrammed balance in the Fiscal 1966 Forest Highway Program.

In this connection, we would appreciate advice in the programming procedures for the ERFO portion of the project.

Your early consideration of this project as a part of the 1966 Forest Highway Program will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

bc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young

LHY:kc ms

cc Mr. Ward Cano
U. S. Forest Service

RECEIVED
JUN 30 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

EBFO-105(1)

644

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUN 22 1965
STATE OF
DIVISION ENGINEER

White Bros. Const. Co., Inc. &
Otis Attwater, Inc.
P.O. Box 246
Idanha, Oregon

Att: Mr. Willard White

Dear Mr. White:

It is becoming more apparent every day that the progress on the Sardine Creek - N. Santiam River project is falling behind schedule. It is mandatory that this project be completed in its entirety by the specified date in the contract. At the present date approximately forty-nine (49) per cent of the time allowed to complete the project has expired, while only approximately thirty (30) per cent of the contract amount has been expended.

I wish to point out that there are several work areas on the project where additional equipment could be utilized immediately. One particular section of the work in which additional progress must be made immediately is the roadbed widening sections between the washouts. These areas, which amount to approximately six (6) miles of roadway, can be made available to your surfacing subcontractor while you are still completing the grading on the washout sections. As you know, to complete the project on time, it is necessary that the surfacing be carried on in conjunction with the grading operation.

I respectfully request that you immediately place enough additional equipment on the project to start another seperate grading operation of roadbed widening between washouts and that you give serious consideration to starting up another grading operation on the washout sections.

It is imperative that you get work started on the repair of the shoulders in the sections where this is the only work required and that you get a crew going on the culvert work throughout the job. You indicated to me in our telephone conversations of last week that you plan to bring in the additional equipment required for those two items of work sometime this week, June 20 - 26th. If this is not correct, please advise me.

NOTED
TOM EDWARDS

The equipment called for by bid item #16, grid roller with rubber tired tractor, has not always been available for use due to lack of towing equipment. You are hereby directed to have this piece of equipment available and in constant daily use as required throughout the project.

NOTED

It is requested that you give us an early reply to this letter, listing the additional equipment you can place on the project and the dates it would be available for work.

Very truly yours,

E. J. Hall
Resident Engineer

EJH/dh

cc: Mr. R.D. Asburry
Dorman Const. Co.
file

RECEIVED
JUN 28 1965
FOR FILING

ERFO-105(1)

6557

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1965

SUBJECT:

To: Mr. F. B. Klaboe
Ass't. State Hwy. Engr.
BUILDING

Referring to the letter dated May 24, 1965 BPR Division Engineer to Mr. Cooper, 08-35.EC/710.16 X-file: ERFO 105(1) which is in reply to a request for a replacement bridge at Sardine Creek on the North Santiam Highway. This letter proposes a grant-in-lieu in an amount between $32,000 and $39,000 with remainder of the cost financed with FAS funds.

This drainage is served by a triple 8' X 8' box culvert and is located at MP 40.43 by the regulating pool of the Detroit Dam and Reservoir. It is nearly submerged by this pool producing a chronic problem from stoppage in storm flow. Mr. Tebeau's report of March 2, 1965 carries a table of maintenance costs totalling $31,200 for a ten year period with water over the highway four times including two major closures.

This report recommends the construction of a bridge estimated to cost $80,000 that could be easily maintained.

Mr. Wimer states in his letter of March 3, 1965 recommending the structure it would cost $17,300 to restore the roadway and downstream conditions if no bridge is built, also that a bridge should cost only about $160 per year to maintain.

The Corps of Engineers view with concern the possibility of additional debris entering the reservoir as the result of a bridge being introduced according to letter to Mr. Asburry dated 14 May, 1965. Mr. Young is concerned for the commitment of Secondary funds.

To sum: the culvert and pool were constructed by Government and lie also in an area of 100% participation for storm damage.

An amount between $32,000 and $39,300 is $35,700. Such a figure deducted from $80,000 leaves $44,300 of which 40% is $17,720.

The last is almost the same amount necessary to be spent by Government to restore the status quo.

It would appear that the expenditure of about $18,000 of States funds and the commitment of about $27,000 of Secondary funds might be the solution if the work is to be accomplished.

There appears to be no valid reason why Corps objections should be honored to an attempt to solve a problem which they created. The discharge into the pool is natural.

Further action awaits your instruction.

F. D. Morgan
Construction Engineer

~~By~~
L. J. Barbee

~~J. E. Morelock~~
~~Chief Locating Engineer~~

JEM:rw

RECEIVED
JUN 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 25 1965
FOR FILING

477 Cottage Street, NE
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 24, 1965

08-35.EC/710.16
X-file: ERFO 105(1)

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
G. R. Brooks
Dist. Engineer

By: G. R. Brooks
District Engineer

Oregon Emergency Fund Program

Your April 9 and 23 letters requested our consideration of a replacement bridge at Sardine Creek on the Santiam Highway under the emergency fund program, Oregon Project ERFO 105(1).

We submitted this problem to our Regional office with the recommendation that emergency funds be limited to the equivalent cost to remove the deposits and repair other flood damage as applied to the bridge. This participation could be considered a grant-in-lieu and the remainder of the bridge could be financed with FAS funds.

Our Regional office concurred with us and they continued:

> "We note that the repair of the invert of the existing box culvert is estimated to cost $7,000. As you point out, this damage is not entirely a result of the most recent flood but has been caused by the run-offs over a period of years. It would not appear appropriate, therefore, to consider the entire $7,000 eligible for ER fund assistance. We suggest that the grant-in-lieu, if the State chooses this procedure, would be an amount between $32,000 and $39,300.
>
> We discussed this grant-in-lieu situation informally with the Washington office; and although it is not a common procedure, there is a precedent for approval. We believe, therefore, that a program item, properly supported, in accordance with the procedure you recommend, would receive Washington office approval."

If you agree to this procedure we can then arrive at a mutually satisfactory total emergency fund participation cost, prior to your programing this project.

orig to Young
5-25-65

RECEIVED
MAY 18 1965
FOR FILING

STATE COPY

Form E-204-SM

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement to additional funds now available
Date MAY 10 1965
Dist. Engineer
U.S. Bureau of Public Roads

Project Name Sardine Creek-N. Santiam River Section — Date April 28, 19 65

Highway North Santiam — Contract No. 6557

County Marion and Linn — Prefix 124-1065

Contractor White Bros. Constr. Co., Inc. & Ott-Atwater, Inc. — F. A. Project No. ERFO-105(1)

Address Walla Walla, Washington — Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and operate miscellaneous equipment of kind, sizes, and capacities not provided for in the special provisions.

Location by station numbers:

Entire project.

Estimate of quantities and cost:

Standard A.G.C. rental rates to apply.

Equipment rental - - - - - - - -	$2,000.00
Labor- - - - - - - - - - - - - -	500.00
Total	$2,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Additional types of equipment not provided in the special provisions are now needed to carry on the work on the project. The following equipment is needed at the present time and it is certain that other miscellaneous equipment will be required for short intervals as the work progresses.

(OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 1,661,861.25
Present estimate of project cost, including $ 2,500.00 for work under this order	$ 1,661,861.25
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. J. Hall
E. J. Hall — Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approved /s/ L. H. Young
Office Engineer ~~Deputy State Highway Engineer or Assistant State Highway Engineer~~

State Printing

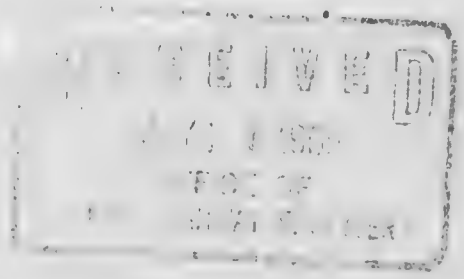
Orig to Young
5-18-65

Logging truck
Log loader
Jackhammer
Small portable compressor and hoses
Blower for burning of sumps, and debris from clearing operations

A large amount of logs are being cleared from the project and according to agreements with the U.S. Forest Service, these logs will have to be decked out of the construction area. A log loader and a truck will have to be used to gather up and move these logs to a central decking area.

Some overhang is developing in the rock cuts and as it is not practical to build a road to the top of these cuts for the air trac drills, a jackhammer and small compressor is required in drilling this overhang.

Burning of debris from the storm damage plus limbs and stumps from clearing operations is progressing slowly. Several wind machines or blowers would speed up this phase. It is imperative that the burning be completed as quickly as possible due to the approaching fire season.



RECEIVED
APR 26 1965
FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FILE 1-7

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

April 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

ATTN: Mr. Jerry Lowder
Area Engineer

Re: Sardine Creek Section
N. Santiam Hwy. FH 24

Dear Sir:

As per your telephone request to supplement our letter of April 9, 1965, the following is a summary of reconstruction costs estimated for the reference section.

Guard Rail (New & Salvage)	200	Lin. Ft.	$800
Base & Shoulder aggregate	500	Cu. Yd.	750
Remove Timber Drift etc.		All	750
Excavate Alluvial Deposits	20,000	Cu. Yd.	30,000
Repair Invert Existing Box Culvert		All	7,000
		Total	$39,300

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

GCW:rw

cc: R. D. Asburry
F. B. Klaboe

RECEIVED
APR 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F.B. KLABOE

RECEIVED
APR 4 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 9, 1965

Mr. A. W. Parson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Re: Sardine Creek Section
N. Santiam Hwy. FH 24

Dear Sir:

During the flood of December 22, 1964, considerable damage occurred due to stoppage within the existing drainage structure which is a three-barrelled 8 x 8 RCBC. It is constructed on 18% gradient with the outfall submerged in the backwater from Big Cliff regulating dam. During runoff, Sardine Creek carries extensive quantities of solids which are deposited at the outfall and obstruct flow to the extent that the solids are deposited in the culvert causing stoppage and consequent inundation of the highway with subsequent damage to the roadway.

Because of the large costs involved in restoring the highway in this section it is proposed that a new structure be constructed utilizing a bridge in place of the existing box culvert. Estimated construction costs for the bridge structure and related construction is $80,000. Restoration costs are estimated to be $39,300. This includes repairs on the invert of existing box culvert which is eroded down to the reinforcing steel. The cost of construction over and above the cost of repairs for present facility is therefore $40,700.

REFERRED TO
Date: _____ By: _____
For: _____
Due Date: _____

The following is a summary of maintenance costs for this section for the period 1955-1962:

1955	2,000	
1956	3,700	
1957	1,500	
1958	1,900	
1959	2,800	
1960	2,400	
1961	2,300	
1962	2,800	
1963	1,600	(low cost due to rock prod. Project)
1964	7,200	
10	31,200	Avg. Annual Maintenance Cost $3,120

It is estimated that maintenance costs can be reduced to $160 per year if a bridge structure were to be constructed, which would reduce maintenance cost by $2,960 per year on an average basis. This savings would amortize (assuming 6% money and 30 year life) $40,700. By this analysis the additional cost of constructing the bridge can be amortized by the expected saving in maintenance costs.

Referring to PPM-23-1, problems of this type would appear to be eligible for emergency funds. It also indicates that economic reasons should be considered in the contemplated corrective measures.

We therefore urge that consideration be given to this project and that your preliminary approval be given so that programming may be completed for the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer
By L. D. J. Barber

GCW:rw

cc: F. B. Klaboe
R. D. Asburry

RECEIVED
APR 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-208—6M

RECEIVED
APR 19 1965
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APR ... Dist. Engineer

Project Name Sardine Creek-N. Santiam River Section Date April 1, 1965

Highway North Santiam Contract No. 6557

County Marion and Linn Prefix 124-1065

Contractor White Bros. Const. Co. Inc. & Ott-Attwater Inc. F. A. Project No. ERFO-105(1)

Address Box 683, Walla Walla, Washington Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install guide signs to guide and direct public traffic.

Location by station numbers:

Entire project.

Estimate of quantities and cost:

Materials	$500.00
Labor	100.00
Total	$600.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Funds provided in project authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,661,861.25
Present estimate of project cost, including $600.00 for work under this order	$1,661,861.25
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. J. Hall — Resident Engineer

Approval Recommended: /s/ G. L. Decker — Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry — Division Engineer

Approved /s/ L. H. Young — Office Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing

orig to Young 4-16-65

RECEIVED
APR 19 1965
FOR FILING

Form E-204—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement. Additional funds are not required.
Date APR 7 1965
Title Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Sardine Creek-N. Santiam River Section Date April 1, 1965

Highway North Santiam Contract No. 6557

County Marion and Linn Prefix 124-1056

Contractor White Bros. Const.Co.Inc. & Ott-Attwater, Inc. F. A. Project No. ERFO-105(1)

Address Box 683, Walla Walla, Washington Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Provide flagman for the purpose of safeguarding traffic passing through and by the project while said project is under construction.

Location by station numbers:

Entire project.

Estimate of quantities and cost:

State share of "flagmans" labor costs - - - - - $5,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Funds provided in project authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,661,861.25	
Present estimate of project cost, including $5,000.00 for work under this order	$1,661,861.25	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Submitted by: /s/ E. J. Hall
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer or State Highway Engineer

State Printing

Office

orig to Young 4-16-65

RECEIVED
APR 19 1965
FOR FILING

STATE COPY

Form 2-66-5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Sardine Creek-N. Santiam River Section Date April 1, 1965

Highway North Santiam Contract No. 6557

County Marion and Linn Prefix 124-1065

Contractor White Bros. Const. Co. Inc. & Ott-Attwater, Inc. F. A. Project No. ERFO-105(1)

Address Box 683, Walla Walla, Washington Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Reimburse contractor for his additional labor costs when working overtime beyond his regular shifts at the direction of the Engineer.

Location by station numbers:

Entire project.

Estimate of quantities and cost:

Overtime Labor Costs

Equipment operators of fully operated equipment	$2,400.00
Foreman	600.00
Laborers	1,000.00
Total	$4,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Contract provides that overtime work at the direction of the engineer will be classed and paid for on the extra work basis, It is understood and agreed that this order provides for payment to the contractor of his additional and actual labor costs only which is to be above and beyond his bid item for the particular fully operated equipment or labor classification involved.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $1,661,861.25

Present estimate of project cost, including $4,000.00 for work under this order $1,661,861.25

Expected under-run / over-run amount . . . . . $

Expected under-run / over-run per cent . . . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. J. Hall
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approved /s/ L. H. Young
Office Deputy State Highway Engineer or ~~Assistant State Highway Engineer~~

State Printing

Orig & Young 4-16-65

RECEIVED
MAR 31 1965

FC

6557

RECEIVED
MAR 31 1965

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

March 23, 1965

Original signed by
T. Dec
Eng. Coordinator

08-35.2-BC

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Project RRFO-105(1)
Sardine Creek-Santiam River Section
Grading and paving

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of March 17, 1965 in the award of contract No. 6557 to White Bros. Construction Co. and Ott-Atwater, Inc. of Walla Walla, Washington, and Seattle, Washington, low bidder in the amount of $1,434,110.00 at the March 16, 1965 bid opening.

NOTED
LLOYD P. SHAW

Original to Young
5-31-65

RECEIVED
MAR 18 1965

FOR FILING
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY,
WADDO
DAVID B. SIMPSON,
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 17, 1965

6227

White Bros. Construction Co., Inc. &
tt-Atwater, Inc.
P. O. Box 376
Walla Walla, Washington

Gentlemen:

The State Highway Commission on March 17, 1965
awarded to you State Highway Contract No. 6227
for the following project:

Sardine Cr.-N. Santiam River Section of North Santiam
Highway in Linn and Marion Counties.

This award was based on your low bid of $1,734,110
which was submitted to the Commission on March 16, 1965
for this project. Contract forms will be sent to you for execution
within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

eg

cc: tt-Atwater, Inc.
608 13th Avenue
Seattle, Washington

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
MAR 8 1965
FOR FILING

Form CD-12? (11-63) (Prod. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 4, 1965

In reply refer to: 08-35.EC/710.16

FROM : A. M. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ERFO 105(1), Santiam Highway
Emergency Funds Eligibility

Our Washington office has made a ruling concerning the eligibility of the precast beam destroyed by the December flood at the State Maintenance betterment project at the Boulder Creek bridge. As you recall this beam had been delivered but not incorporated in the project.

The ruling stated in part that "Inasmuch as emergency funds are available for repair of damaged highways and bridges and the precast beam was not a part of the Boulder Creek bridge at the time of its destruction, emergency funds cannot be used to replace the precast beam".

Incidently Washington went on to state "Emergency funds may not be used for replenishment of destroyed stockpiles of materials or repairing damage to other highway department facilities such as maintenance sheds or equipment".

NOTED
LLOYD P. SHAW

2 copies to Edwards 3.8.65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FOR FILING

March 1, 1965

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
G. R. Brooks
Dist. Engineer

08-35.22A

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project ERFO-105(1)
Sardine Cr.-N. Santiam River Section
Grading and Paving

P. S. & E. documents for the major contract permanent restoration portion of the subject project, including increasing the total estimated cost from $1,362,000 to $2,542,000, are hereby approved with the understanding that you will make any corrections found necessary following completion of our review. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all right-of-way is available for the project with no relocation of persons involved, and any utility work will be non-reimbursable as indicated in Mr. Holt's and Mr. Litchfield's February 26, 1965 reports.

Work as described on Plan Sheets No. 2 and Nos. 9 and 10 calling for shoulder work and paving between Milepost 70.17 to 71.72 and 71.78 to 73.90 is not approved. Based on field inspection of flood damages and damages incurred as a result of completing emergency repair, only the shoulder work and some pavement patching through these two areas qualify. A satisfactory revision would be to show these two sections as shoulder work only, with intermittent pavement patching, or to set aside the cost of overlay paving through these areas with financing other than Emergency funds.

Mr. Young's March 1, 1965 letter indicates that nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

The use of the Standard Specifications for Highway Construction - 1964, is approved for use on this specific project subject to the following limitations: The proprietary reference to AWPA Standard Specifications under Article 731 is not approved under the provisions of paragraph 5d of PPM 40-3.1. A special provision or supplementary standard specification should be submitted to assure Federal participation in bid items for which wood preservatives are used with reference to AWPA.

Original To Young
with attach.
3-4-65

-more-

NOTED
LLOYD P. SHAW

The use of your Standard Specifications for Asphalt Cements (Revision of March 1944) is approved for use on this specific project.

The use of the Division I - General Requirements, Article 8-1 Subletting, dated 12-1-44 Supplemental Standard Specification is approved for use on this specific project.

Attachment

RECEIVED
FEB 19 1965

Form CD-121 (11-63) (Prescribed by A.O. Circular 1)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: February 17, 1964

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon
By T. Dec, Engineering Coordinator

SUBJECT: Oregon Emergency Program - Flood of December 1964

Our Washington office has reviewed and approved the below listed projects on the subject program, effective February 11, 1965:

Item	Project	Location	Work
16	ERFO-101(2)	Salt Creek Tunnel, W.	Repairs
21	ERFO-105(1)	Sardine Crk.-Santiam Jct.	Repairs
22	ERFO-104(2)	FAS Rtes, Josephine Co.	Repairs
23	ERFO-103(3)	FAS Rtes, Jackson Co.	Repairs
27	ER- 109(1)	Galice-Merlin Co. Rd.	Repairs

These projects shall be governed by PPM 23-1.

This approval is given with token financing in the amount of 5% of emergency funds with the understanding that the Federal share may be subject to increase to the regular prorata if and when additional emergency funds become available. However, this approval cannot serve as a commitment or obligation on part of the United States to provide such additional funds.

On Item 21, ERFO 105(1) Sardine Creek-Santiam Junction, determination of the eligibility of replacing the precast beam at the Boulder Creek Bridge is under consideration by our Washington office.

You are authorized to proceed with the preliminary engineering on Item 16, ERFO 101(2) and Item 21, ERFO 105(1).

Federal Emergency Funds approved to date are summdrized as follows:

	63% funds	63% token funds	100% funds	100% token funds
Previous	$ 717,500	0	$ 2,874,660	0
This action	0	$10,500	0	$ 208,880
New balance	$ 717,500	$10,500	$ 2,874,660 *	$ 208,880
Totals:	$728,000		$3,083,540	

NOTED
LLOYD P. SHAW

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Original To Young
2-19-65

* Includes $1,410,000 under agreement by Public Roads and $169,580 for Indian Reservation Roads.

The total estimated cost for these projects is $4,387,700.

RECEIVED
FEB 3 - 1965
FOR FILING

Hewitt
Drainage
Spec

January 27, 1965

Mr. A. B. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are submitting data for three projects, Items Nos. 21, 22 and 23 (ERFO), which we desire to include in the Federal-aid Emergency Relief Program occasioned by the December 22, 1964 flood.

We desire to advertise Item 21 on or about February 9, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

Sardine Cr. to Santiam Hwy. Jct.
ERFO-105(1)

LEY:mb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 21

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		ADT	PRESENT	FUTURE (66)(70)	YEAR (71)
	1	SH 22, Sardine Cr. to Santiam Hwy. Jct.			1,000	2,000	84

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH Y (74)
	Gr., Dr., AC Pave.		24				64-1	

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	
	Emergency Relief	Linn a	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 121

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COS TOTAL ESTIMATED COST	ESTIMATED PROJECT COS FEDERAL FUNDS
	1	(14-15) (16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					PE		SH 22, Sardine Cr. to Santiam Hwy. Jct.		2,000	2,000
5					ROW					
5					CONST (CODE)				1,360,000	1,360,000
								*41.9	1,362,000	1,362,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24)

and resulting fl
restoration, int
major restoratio

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	1,000 (66)	2,000 (70)	84 (71) (72)	08	Oregon	35 (2) (3)	092 (4) (9)	21 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) (14 23)	NUMBER (7 13)	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. (27)
			64-1		ERFO-	105(1)			

COUNTY NAME: Linn and Marion — CODE: 043 (14) (16)

ROUTE NO.: S — FEDERAL-AID: 121 (32) — STATE: 162 (36) (37) — U.S.: (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	2,000	2,000			PS & E preparation. Temp. & emerg. work, incl. incidental perm. restoration (MP 40 to 81.7)(SF or negotiated contr. method). Perm. work consisting of gr., dr., 2-12' lanes AC pave., 4' shldrs. (MP 55.7 to 69.8), intermittent section (Contract Method) ROW - 80' min.; Access Control - Partial; Parking Restrictions - None.
	1,360,000	1,360,000			
*41.9	1,362,000	1,362,000			

(16) (23) (24) (33)

REMARKS: Damage to highway caused by heavy rainstorm and resulting flood of Dec. 22, 1964. *Emergency repairs and incidental restoration, intermittent sections 41.9 mi. Intermittent sections, major restoration 14.1 mi.

USCOMM DUSCOMM-DC 48905-P61

SARDINE CR.-SANTIAM HWY. JC. SECTION (MP 40 to 81.7)

Project No. ERFO-105(1)

Existing Facilities

Roadway: The existing highway consists of two 10' to 11' lanes, partial bit. concrete and partial bit. surface treated roadway with 3' to 4' shoulders.

Structures: One concrete bridge at Boulder Cr., length 90', was damaged by the high water.

Adjacent Sections

West End: Two 11' lanes AC pavement with 3' shoulders.

East End: Junction FA Route 37.

Project Data

Between MP 40 to MP 55.7 and MP 69.8 to MP 81.7 damage to the highway facilities from the heavy rainstorm and resulting flood of Dec. 22, 1964 consisted of plugging and damage to minor structures and ditches, loss of short portions of roadway and shoulders, including damage to minor areas of pavement. Emergency repairs and incidental permanent restoration for this work is to be performed by State Forces or negotiated contracts. Included in the work is the replacing of a destroyed precast beam at the Boulder Cr. Br. and emergency roadway construction at a washout which occurred at Whitman Cr. (MP 43.31)

Between MP 55.7 to MP 69.8 damage was extremely heavy, consisting of partial to complete destruction of the highway at closely spaced intermittent points. The temporary and emergency work on this section to provide a temporary facility of two travel lanes is to be performed by State Forces and negotiated contracts. The permanent restoration on these intermittent sections, consisting of grading and drainage with two 12' lanes asphaltic concrete pavement with 4' shoulders is to be done by the contract method. Included under this method also is to be the permanent restoration work at the Whitman Creek washout (MP 43.31).

Approximate major items generating the estimated cost of project are as follows:

Roadway Embankment	206,000 c.y.
Riprap	125,000 c.y.
Rock Base and AC Pavement	$200,000

Estimated Cost - Marion Co.	$1,000,000
- Linn Co.	$ 360,000

S-116(3) West Fork Hood River Br., Lost Lake Co. Rd. 1965

#6558

C&R 2818

Form A-65—10M—10-63

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Date 10-24-66

Invoice No. State Treasurer's

Voucher No. Receipt #234160

Host River County

c/o Board of Commissioners

Host River, Oregon

This Space for Use of Accounting Division

6558

State Printing 53876

Voucher No. 1 - Semifinal, Project No. ER-115(2)

Reimbursement for cost of repairing County FAS Route 306 damaged in 1964-65 floods.

County cost as per statement	$ 8,630.65	
Federal reimbursement claimed at agreement amount		$ 5,467.00
Retained for final audit 25%		(1,366.75)
	Federal Reimbursement	$ 4,100.25
State Highway participation at 29.45% of Federal amount		1,205.47
	Total Due County	$ 5,305.72

9547-597(64) $4,100.25
514-4791-190(64) $1,205.47

514-1058-297

R. H. Chase, Asst. Office Engr.

Voucher #1 - Semifinal (MEMORANDUM)

FORM PR-20A (REV. 8-66)
FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966
IN LIEU OF SF-1166

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

	NO. VOUCHER NO.
	BUREAU VOUCHER NO.
APPROPRIATION	BUREAU SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon	PAID BY Hand Delivered (For use of Paying Office)
ADDRESS Capitol Building, Salem, Oregon	
STATE Oregon	FEDERAL AID PROJECT NO. I-205-1(2)
VOUCHER PERIOD: FROM 12-22-64	TO 8-6-65

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$8,630.65	$8,630.65	Agreement Amount	$5,467.00	-	$5,467.00	
	Percent	(25%)	(1,366.75)	-	(1,366.75)	
			$4,100.25	-	$4,100.25	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

$4,100.25

R. H. Crane
Fed. Aid Engr.

USCOMM-DC 27328-P66

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Construction Type Code 5231 Temporary & Permanent Flood Repair (SE 4.6 to SE 4.9)					
	Temporary Temporary Repairs	All Req.			$2,137.15	
	Permanent County Force Order #6	All Req.			$4,493.50	
	Total Construction Cost				$6,630.65	
	Total Participating Cost				$6,630.65	
	Total Cost				$6,630.65	

RECEIVED
SEP 28 1966
ENGINEER
COUNTY & CITY DIVISION

AMOUNT CARRIED FORWARD...

Form CO-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 19, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

RECEIVED
JAN 26 1966
ENGINEER
COUNTY & CITY DIVISION

SUBJECT: Oregon Project ER-115(2)
West Fork Hood River Bridge Section
Lost Lake County Road
Emergency Repairs

We hereby approve County Force Account procedures as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated restoration work made necessary by flood damage on the subject project. Use of County forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed county resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's December 13, 1965 letter are Approved. Established county rental rates must be supported by accounting records or if not available, the alternate rates approved by this office on August 19 and September 23, 1965 may be used. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 0.30 mile of roadway at a total estimated County Force Account work amount of $2,137.15. Estimated emergency fund participation is to be at the regular pro-rata share or $1,356.02.

A finding regarding nonincidental permanent repairs on the project by County Forces was previously transmitted on July 19, 1965 which overran considerably.

RECEIVED
JAN 25 1966
OFFICE ENGINEERING
DIVISION

REFERRED TO

By Asst. State Hwy. Engr.

RECEIVED
JAN 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. R. Iorns

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 26 1965
FOR FILING

S-116 (3)
(1 S Y

September 28, 1965

3h
9-28-65
#1

Hanna Bros. Company
8410 S.E. City Road
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting on September 28 considered your request for an extension of the specified completion date from May 31, 1965, to June 30 (30 calendar days), to complete Contract No. 6558 for the West Fork Hood River Bridge in Hood River County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lm

cc L. W. Rullen
Norman D. Krehbiel
L. H. Young
I. D. Merchant
C. H. Matson
Bureau of Public Roads

E—220 (Rev.)—3M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 15, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar days of ~~workdays from~~ 30 days ~~ten~~ ~~days~~, within which to complete our Contract No. 6558, without the assessment of liquidated damages. The said contract is described as follows: West Fork Hood River Bridge, Lost Lake Road, Hood River County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached statement

Respectfully submitted,

Hannan Bros. Co.
Contractor

By Stacy Hannan
Partner

CONSENT OF SURETY

Date June 17, 1965, 19

We, General Insurance Company of America

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA

By L. W. Neff
Attorney-in-fact

(SEAL)

MANSFIELD & CO.

By
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6558 Contractor Haman Bros.

Highway Lost Lake Road FAS 306

Section West Fork Hood River Bridge

Kind of Work Bridge Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~GRANTED~~. The reasons for such recommendation are as follows:

Neither of the reasons stated by the contractor justify an extension of time without assessment of liquidated damages.

Recommended for Approval:

J. H. Fultz
Division Engineer

Construction Engineer or Bridge Engineer

Tom Ellis
State Highway Engineer

Contract No.	6558
Project designation	S-116(3) State-Federal
Date awarded	March 20, 1965
Work started	April 2, 1965
Per cent completed	100% on June 25, 1965 Date
No. of Workdays Allowed	May 31, 1965
No. of Workdays Used	100 %
No. of Added Workdays Requested	30 ~~days~~. calendar

State Printing 27969

High water that occurred April 15th, 1965 made it impossible for us to work on the pier footing at bent #2. We had the dike built and excavation done prior to the high water. On April 23rd the water had receded and we found that our dike had washed out and our excavation had filled. On May 1st we had the dike rebuilt and had re-excavated which placed the job in the same status that it was prior to the high water.

The Special Provisions and Plans state that an existing pier was to be removed by others. This was done after we bid the job and prior to our going to work but instead of being removed as we had anticipated it was shot into the channel of the stream making it impossible for us to shove the river over against the east bank. It was necessary that we move the river over as far as possible in order that we get a second crane in position to pick one end of the prestressed girders. Because of this situation it was necessary for us to build considerable trestle and hire a larger crane in order that we get the beams in span #2 set.

The effort we made in trying to move the river over and building the trestle in lieu of a short ramp as originally planned caused us an additional two weeks of work.

We made every effort to complete the project in the allotted time and have worked considerable overtime at the double time rate.

RECEIVED
SEP 2 0 1965
HIGHWAY TRANSPORTATION NO.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

FOR FILING

PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

924-65

PROJECT REPORT NO.	STATE	COUNTY	PROJECT NO.
S-116(3) 2	Oregon	Hood River	ER-115(4)

6558

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

West Fork Hood River Bridge.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	2-18-65	0.029
RIGHTS-OF-WAY		
CONSTRUCTION	3-1-65	0.029
*OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 65,609	$ 41,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Slater

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer SEP 24 1965

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. BR-115(4)

WEST FORK HOOD RIVER BRIDGE ON THE LOST

LAKE CO. ROAD (FAS 306) IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 31, 1965

Type Code P.E.

Preliminary Engineering	$ 500.00

Type Code X061
West Fork Bridge (Sta. 0+59 to 2+10)(Contract No. 6558)

Shoring, Cribbing, etc.	All Required		$ 3,500.00
Structural Excavation	160 cu.yd.	4.00	640.00
Structural Excavation Below Elevation Shown	20 cu.yd.	4.00	80.00
Furnish 10 BP 42 Steel Piling	590 lin.ft.	5.00	2,950.00
Drive Steel Piles	14 only	100.00	1,400.00
Splice Steel Piles	4 only	25.00	100.00
Class "A" Concrete (306 cu.yd.)	All Required		28,000.00
45' - 50' Type 4 Prestressed Beams	4 only	1275.00	5,100.00
95' - 100' Type 4 Prestressed Beams	4 only	2550.00	10,200.00
Metal Reinforcement (50,000 lbs.)	All Required		7,100.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	30 lin.ft.	4.00	120.00
	Subtotal		$59,190.00
	10% Engr. & Cont.		5,919.00
	Total		$65,109.00

Length of Bridge . . . . . 0.029 miles

Summary of Funds

Description	Total	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 500.00	$ 300.00	$ 100.00	$ 100.00
West Fork Bridge	$65,109.00	$41,200.00	$11,954.50	$11,954.50
	$65,609.00	$41,500.00	$12,054.50	$12,054.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. S-116(3)

WEST FORK HOOD RIVER BRIDGE ON THE LOST

LAKE CO. ROAD (FAS 306) IN HOOD RIVER COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 26, 1965

Type Code PE
Preliminary Engineering $ 500.00

Type Code X031
West Fork Bridge (Sta. 0+59 to 2+10)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	160 cu.yds.	$ 10.00	1,600.00
Structural Excavation Below Elevation Shown	20 cu.yds.	10.00	200.00
Furnish 10 BP 42 Steel Piling	590 linft.	6.00	3,540.00
Drive Steel Piles	14 only	100.00	1,400.00
Splice Steel Piles	4 only	50.00	200.00
Class "A" Concrete (306 cu.yds. @ $90.)	All Required		27,540.00
45' - 50' Type 4 Prestressed Beams	4 only	1,100.00	4,400.00
95' - 100' Type 4 Prestressed Beams	4 only	3,100.00	12,400.00
Metal Reinforcement (50,000 lbs. @ $0.18)	All Required		9,000.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	30 lin.ft.	5.00	150.00
	Subtotal		$65,430.00
	10% Engr. & Cont.		6,543.00
	Total		$71,973.00

Length of Bridge - - - - - - - - - - - - - 0.029 mi.

SUMMARY OF FUNDS

Description	Total	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 500.00	$ 300.00	$ 100.00	$ 100.00
West Fork Bridge	71,973.00	45,600.00	13,186.50	13,186.50
	$72,473.00	$45,900.00	$13,286.50	$13,286.50

This project qualifies as an emergency relief project and at such time as funds become available, we will transfer it to an emergency relief project.

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maint.: Chap. 529, laws 1939

W. FORK HOOD RIVER BRIDGE

Project No. 116(3)

Prestressed Beam Quantities

45' to 50' Type 4 Prestressed Beams

Overhead	All Required		$ 75.00
Class "AA" Concrete	10.86 cu.yds.	$63.00	738.48
Metal Reinforcement	946 lbs.	.13	122.98
Prestress Wire	415 lbs.	.40	166.00
			$1,102.46
		USE	$1,100.00

95' to 100' Type 4 Prestressed Beams

Overhead	All Required		$ 150.00
Class "AA" Concrete	21.12 cu.yds.	$78.00	1,647.36
Metal Reinforcement	1,719 lbs.	.13	223.47
Prestress Wire	2,780 lbs.	.40	1,112.00
			$3,132.83
		USE	$3,100.00

Oregon State Highway Department

Federal-Aid
Project No. S-116(3)

WEST FORK HOOD RIVER BRIDGE ON THE LOST LAKE CO. ROAD (FAS 306) IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 17, 1965

Type Code P.E.			
Preliminary Engineering			$ 500.00
Type Code X081			
West Fork Bridge (Sta. 0+59 to 2+10)			
Shoring, Cribbing, etc.	All Req.		$ 1,000.00
Structural Excavation	150 cu.yds.	$ 10.00	1,500.00
Structural Excavation Below Elevation Shown	20 cu.yds.	10.00	200.00
Furnish 10 BP 42 Steel Piling	490 linft.	6.00	2,940.00
Drive Steel Piles	14 only	100.00	1,400.00
Splice Steel Piles	4 only	50.00	200.00
Class "A" Concrete (300 cu.yds. @ $90.)	All Req.		27,000.00
45' - 50' Type 4 Prestressed Beams	4 only	1,100.00	4,400.00
95' - 100' Type 4 Prestressed Beams	4 only	3,100.00	12,400.00
Metal Reinforcement (49,400 lbs. @ $0.18)	All Required		8,892.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	30 lin.ft.	5.00	150.00
	Subtotal		$60,082.00
	10% Engr. & Cont.		6,008.00
	Total		$66,090.00

Length of Bridge - - - - - - - - - - - - - - - 0.029 mile

SUMMARY OF FUNDS

Description	Total	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 500.00	$ 300.00	$ 100.00	$ 100.00
W. Fork Bridge	66,090.00	41,900.00	12,095.00	12,095.00
	$66,590.00	$42,200.00	$12,195.00	$12,195.00

This project qualifies as an emergency relief project and at such time as funds become available we will transfer it to an emergency relief project.

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

W. FORK HOOD RIVER BRIDGE

Project No. 116(3)

Prestressed Beam Quantities

45' to 50' Type 4 Prestressed Beams

Overhead	All Required		$ 75.00
Class "AA" Concrete	10.86 cu.yds.	$63.00	738.48
Metal Reinforcement	946 lbs.	.13	122.98
Prestress Wire	415 lbs.	.40	166.00
			$1,102.46
		USE	$1,100.00

95' to 100' Type 4 Prestressed Beams

Overhead	All Required		$ 150.00
Class "AA" Concrete	21.12 cu.yds.	$78.00	1,647.36
Metal Reinforcement	1,719 lbs.	.13	223.47
Prestress Wire	2,780 lbs.	.40	1,112.00
			$3,132.83
		USE	$3,100.00

RECEIVED
AUG 3 1 1965
FOR FILING
5-116(3)
655X

August 31, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 1
September 28, 1965 Meeting

Gentlemen:

Harman Bros. Company, contractor on the West Fork Hood River Bridge in Hood River County, Contract No. 6358 has requested that the specified completion date of May 31, 1965, be advanced to June 30 (30 calendar days) without assessment of liquidated damages.

The contractor's request is based on two reasons: (1) a flood during the period April 15, 1965, and April 23, 1965, (2) debris resulting from an old pier removed by the County interfered with his planned construction scheme. The contractor contends that both items delayed the overall completion of the work.

Neither of the reasons stated by the contractor justify an extension of time without assessment of liquidated damages within the limits of the contract specifications. It is recommended that the requested extension without assessment of liquidated damages be denied and that the contract be assessed liquidated damages for the overrun in time. The work was actually completed June 25, 1965. This amounts to a penalty of $1,875.00.

This is a federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the September 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
C. H. Maison
Ivan D. Merchant
L. W. Rulien

CAG:jf bg

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 15, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar days of 30 days [redacted] within which to complete our Contract No. 6558, without the assessment of liquidated damages. The said contract is described as follows: **West Fork Hood River Bridge, Lost Lake Road, Hood River County**

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached statement

Respectfully submitted,

Hannen Bros. Co.
Contractor

By Henry Hannen
Partner

CONSENT OF SURETY

Date June 17, 1965, 19

We, General Insurance Company of America

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA
By L. W. Neff
Attorney-in-fact

MANSFIELD & CO.
By
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6558 Contractor Hannan Bros.

Highway Lost Lake Road FAS 306

Section West Fork Hood River Bridge

Kind of Work Bridge Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~or GRANTED~~. The reasons for such recommendation are as follows:

Neither of the reasons stated by the contractor justify an extension of time without assessment of liquidated damages.

Recommended for Approval:

J. H. Fultz
Division Engineer

Ivan V. Merchant
~~Construction Engineer~~ or Bridge Engineer

C. H. Swanson
State Highway Engineer

Contract No.	6558
Project designation	S-116(3) State-Federal
Date awarded	March 20, 1965
Work started	April 2, 1965
Per cent completed	100% on June 25, 1965 Date
No. of Workdays Allowed	May 31, 1965
No. of Workdays Used	100%
No. of Added Workdays Requested	30 Calendar Days.

State Printing 37000

High water that occurred April 15th, 1965 made it impossible for us to work on the pier footing at bent #2. We had the dike built and excavation done prior to the high water. On April 23rd the water had receded and we found that our dike had washed out and our excavation had filled. On May 1st we had the dike rebuilt and had re-excavated which placed the job in the same status that it was prior to the high water.

The Special Provisions and Plans state that an existing pier was to be removed by others. This was done after we bid the job and prior to our going to work but instead of being removed as we had anticipated it was shot into the channel of the stream making it impossible for us to shove the river over against the east bank. It was necessary that we move the river over as far as possible in order that we get a second crane in position to pick one end of the prestressed girders. Because of this situation it was necessary for us to build considerable trestle and hire a larger crane in order that we get the beams in span #2 set.

The effort we made in trying to move the river over and building the trestle in lieu of a short ramp as originally planned caused us an additional two weeks of work.

We made every effort to complete the project in the allotted time and have worked considerable overtime at the double time rate.

RECEIVED
AUG 24 1965
FOR FILING

S-116(3)

6558

August 24, 1965

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

On July 2, 1965, we wrote to you concerning release of final payment on Contract No. 6558 awarded to Hannan Bros. Company for the West Fork Hood River Bridge on Lost Lake Road (FAS 306) in Hood River County.

Final payment on this contract is $2,960.30 and the total contract amount is $57,668.80. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Hannan Bros. Company
8410 S.E. Otty Road
Portland, Oregon

C.H. Maison
Attn: John Herr

FORM S-123

RECEIVED
AUG 12 1965
FOR

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

S-116(3)

6558

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

August 4, 1965

NOTED
R. L. PORTER

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon

Dear Sir:

West Fork Hood River Bridge
Contract No. 6558
FAP No. S-116(3) (Possible future ER)

Hannan Bros. Company, contractor on the above project, has requested that the specified completion date of May 31, 1965 be advanced to June 30, 1965 (30 calendar days) without assessment of liquidated damages. Contractor request is based on two reasons; i.e., a flood during the period April 15, 1965 and April 23, 1965, and debris resulting from an old pier removed by the County interfered with his planned construction scheme; both items delaying the overall completion of the work.

Neither of the reasons cited by the contractor justify an extension of time within the limits of the contract specifications. With your concurrence I will recommend to the Highway Commission that the requested extension be denied.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

copy to Merchant 8-12-65

IDM-CAG:mm

cc: Mr. C. H. Maison
Mr. L. H. Young

RECEIVED
AUG 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Bureau of Public Roads Endorsement:

I CONCUR: G. R. Brooks AUG 9 1965
G. R. Brooks
District Engr.

NOTED
JOM EDWARDS

STATE COPY ER.

Letter: H.S. Cox

Monthly Trans. No. HP 7-3-08

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 3, 1965

Original signed by
T. Doc
Engr. Coordinator

08-35-HC/710.16
X-file 710.13

T. Doc, Assistant Division Engineer
Salem, Oregon

Oregon Emergency Program
Floods of December 1964 and January 1965

Our Washington office has reviewed and approved the below listed projects on the subject program, effective as noted:

Item	Project	Location	Approved
216	ER-103(9)	Shady Cove Br.	7-26-65
217	ER-115(4)	W. Fk. Hood River Br.	7-26-65

These two projects were originally programmed on an interim basis on January 6 and February 18, 1965 as Secondary projects S-47(8) and S-116(3), with the understanding that, if found eligible, they could be converted to emergency relief financing when funds became available.

RECEIVED
AUG 4 - 1965
ENGINEER
CITY & CITY DIVISION

ER

Form CD-121
(11-63)
(Prev. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 19, 1965

In reply refer to: 08-35.4-DA

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Lee
Engineering Coordinator

SUBJECT: Oregon Project ER-115(2)
West Fork Hood River Bridge
Lost Lake Road
County Force Order No. 6

Mr. Young's letter of July 8, 1965 furnished copies of subject County Force Order covering bridge approach construction and backfill on subject ER project. This letter ratifies in writing our July 7, 1965 tentative oral advance approval of the proposed work.

We have approved the use of County force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the county and under their direct control for the reasons outlined in Mr. Young's letter and in the estimated amount of $3,768.00 with Federal participation of $2,260.80.

County equipment rental rates will be according to a schedule that has not been previously approved by this office for use on force account work and must be supported by the county's accounting records or other alternative justifying information.

Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

REFERRED TO
Maurer w/and.
By Asst. State Hwy. Engr.
7-22-65

RECEIVED
JUL 27 1965
ENGINEER
COUNTY & CITY DIVISION

Cy
Murphy
Wyss
Chron

Vane

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 1 - 1965
FOR FILING
1-116(3)
6558

June 30, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed June 25, 1965, on Contract No. 6558. The contract was with Hannan Brothers Company and was for the construction of the West Fork Hood River Bridge on Lost Lake Road (FAS 306) in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 30, 1965, and that you concur in this procedure at the Commission meeting on July 13.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
Victor D. Wolfe
L. H. Young
Ivan D. Merchant
C. H. Maison
J. F. Putnam

CAG:ja bg

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 10, 1965

In reply refer to: 08-35.DA-1

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-115(2)
Lost Lake Road,
West Fork Hood River Bridge Section

RECEIVED
JUN 17 1965
ENGINEER
COUNTY & CITY DIVISION

It is our understanding the structure contract portion of subject project is rapidly nearing completion and the county is eager to replace the fills to enable its use at the earliest possible date.

Under the circumstances, it may be considered that restoration of traffic is a legitimate extension of the emergency and a minimum amount of work to assure safe passage is hereby authorized prior to program approval.

orig to Young
copies to Morgan
Merchant
6-14-65

RECEIVED
JUN 14 1965
OFFICE ENGINEERING
DIVISION

RECEIVED
JUN 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Chase

Form PR-33A
(Rev. 5-60)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RD

CC: Region
Washington DC
OSHD (Klaboe)
OSHD (T Edwards)

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

Grafe, Area Engr (PRM 20-6.1)

Region No.	Report No.	County	State
8	2	Hood River	Oregon

Date of inspection	Inspection made by	Project No.
6-8-65	R. W. Pillsbury, Bridge Engineer	S-116(3)*

In company with: E. Rodriguez, Resident Engineer, OSHD

Quality of work	Progress of work	Time elapsed	Work completed	Est. compl. end of month
Satisfactory	Unsatisfactory	111 %	90 %	100 %

Remarks: (1) Completed work; (2) Work in progress; (3) Comments and recommendations

WEST FORK HOOD RIVER BRIDGE
[illegible] HOOD FAS 206

* This project programmed as secondary but will be changed to "ER" when such funds become available.

(1) Structure complete through deck concrete. Right curb formed and ready for concrete.

(2) Seven men pouring right curb.

(3) The completion date specified in the contract for this work was May 31, 1965. The contractor is currently past the completion date and it is expected that he will overrun a total of some 25 days. Part of the delay was caused by high water during the earlier phases of construction. The contractor will very probably submit a claim for a time extension because of this high water, but inasmuch as this is a fixed date completion contract, such an extension does not appear justified under the terms of the contract.

Materials reports were reviewed and found to indicate materials used in the work substantially conform to the pertinent specifications.

A record concrete sample was cast of the concrete being used in the right curb of the structure.

The curb forms were measured and found to be 3'-0" wide by 8-3/4" high. Plan shows the height to be 9". The discrepancy is considered to be within construction tolerances.

7/19/65
Copies to
Young
Cook
Putnam
ZP

RECEIVED
JUL 22 1965
ENGINEER
COUNTY & CITY DIVISION

EDITION OF 1-59 MAY BE USED

RECEIVED
JUN 9 - 1965
FOR FILING

June 7, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for two projects, Items Nos. 216 and 217, which we desire to have included in the Federal Aid Emergency Relief Program occasioned by the December, 1964 flood.

The above items were originally programmed under Item No. 895, Project S-47(8) and Item 903, Project S-116(3), respectively, with the understanding they would be reprogramed as Emergency Relief Projects when Federal-Aid Emergency Relief Funds became available. The above program action constitutes the reprograming of the projects as emergency relief work.

It is hereby requested that upon approval of the Emergency Relief Program items 216 and 217, the Secondary Program Items 895 and 903 be withdrawn.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

MMC:mb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGR

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		ADT	PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REC
	1	Co.Rd. 4.6 mi. SW of Dee			250	500	85	

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PR 14
	P.E., one RCDG Bridge						64-1		

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	Hood Ri
	Emergency Relief	ROUTE NO.	FEDERAL-AID 306
	NAME OF URBAN AREA 17-31		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)
1	(14-15)	(16)	41	42						
5					PE		Co.Rd. 4.6 mi. SW Dee (W. Fork Hood River Br.)		500	300
5					ROW					
5					CONST (CODE)			0.028	65,109	41,200
							PROJECT TOTALS	0.028	65,609	41,500

CARD	CODE	PREPARED BY
1	1	

1	14	PROGRAM APPROVAL DATES

(16) (23)(24) (33)

This project was programmed and funded under
that when Federal funds for emergency relief
programmed as an Emergency Relief project. T
an Emergency Relief project. It is requested

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		250	500 (66)(70)	85 (71)(72)	08	Oregon	35 (2)(3)	090 (4)(9)	217 (14)(16)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) (14-23)	NUMBER (7-13)	SEQ. NO.	I. Projects Only POST MI. (24)(26)	DESIG. (27)
				64-1		ER-	115	(4)		

	COUNTY NAME	CODE (14)(16)	PROGRAM STAGE
of	Hood River	027	

	ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S. (41)	PROGRAM STAGE
	306	Co.Rd.			[ ] 1 OR [X] 2

	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
SW Dea er Br.)		500	300	100	100 (Co.)	P.E. incl. PS&E preparation, one prestressed RCDG bridge (151') (By State contract) ROW - 60' min., Access control-none; Parking restrictions-none.
	0.028	65,109	41,200	11,954	11,955 (Co.)	
ECT ALS	0.028	65,609	41,500	12,054	12,055 (Co.)	

(16) (23)(24) (33)

REMARKS

This work occasioned by the December, 1964 flood. This project was programmed and funded under Item 903, Project S-116(3) with the understanding that when Federal funds for emergency relief work are made available, the project would be re-programmed as an Emergency Relief project. This program item constitutes the reprogramming as an Emergency Relief project. It is requested that Item 903,Project S-116(3) be withdrawn.

USCOMM DUSCOMM-DC 46903-P61

W. FORK HOOD RIVER BRIDGE

PROJECT NO. ER-115(4)

Existing Facility

Roadway: Two 10' lanes bit. surf. with 4' shldrs. constructed under S-116(2).

Structure: W. Fork Hood River Bridge, 116', consisting of one 100' steel deck girder and one 16' I-beam span constructed by County in 1961. HC 20'.

Project Data

The W. Fork Hood River overflowed during the December, 1964 flood, destroying the bridge at MP 4.6.

The proposed project consists of P.E., including PS&E preparation and the construction of a prestressed RCDG Bridge 151' in length, HC 28'.

The flood destroyed the south abutment and road approach and it is therefore proposed to construct the new bridge 35' longer than the original bridge to avoid future damage under similar flood conditions.

Note: Road approaches and oil surfacing will be constructed by County Forces and/or negotiated contract under Project ER-115(2).

FAS/ER
Jac 306

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 84355

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
4-13-65	66 994		M-L 09 [illegible]7

RECEIVED
APR 13 1965
ENGINEER
COUNTY & CITY DIVISION

- Hood River County
- Courthouse
- Hood River, Oregon

Attn: Board of County Commissioners

MAKE CHECKS PAYABLE TO
STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			13,300.00
Partial transfer of advance deposit for the East bank Hood River bridge, FAS 306. Agreement dated 3-11-65.			9,300.00
To be retained			4,000.00

NOTED
DON MARVELL

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

RECEIVED
APR 6 - 1965
COMMISSIONERS

RICHARD L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FILING
6558

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 5, 1965

Mr. A.N. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

West Fork Hood River Bridge
Contract No. 6558
Federal Aid Project No.
S-116(3)

Work was started on the above project on April 2, 1965.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

jm

cc: F.A. Query
D.B. Parkes
C.H. Nelson
L.H. Young

NOTED
FLOYD QUERY

RECEIVED
APR 5 - 1965
COMMISSIONERS
FOR FILING
MEWORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6558

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

April 2, 1965

Hannan Bros. Company
8410 S. E. Otty Road
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6558, awarded March 19, 1965, for bridge construction on the West Fork Hood River Bridge Section of Lost Lake Road (FAS 306) in Hood River County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf
Enclosure

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. _____

F. A. Project No. ER 115(2) Item 66 Date March 29, 1965

Highway FAS 306, West Fork Road

County Hood River Prefix _____ Account No. _____

Description of Work To Be Done:

Construct approaches to West Fork Hood River Bridge, FAS 306, for which bids were received on March 16. Work consists of grading, surfacing, riprap, and oiling both approaches. Original bridge was destroyed in December storm.

and Costs

all required
" "
" "

TOTAL FAS 306

e better equ... this repair due ...
ons needing rep...

H. Sh...rah Approved: ...

RECEIVED
MAR 31 1965
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

March 23, 1965

08-35.2-EC

Original signed by
T. Doc

T. Doc, Assistant Divis[illegible] Engineer
Salem, Oregon

Oregon Project S-116(3)
West Fork Hood River Bridge
Bridge Reconstruction

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of March 19, 1965 in the award of contract No. 6558 to Hannan Bros. Co. of Portland, Oregon, low bidder in the amount of $59,190.00 at the March 16, 1965 bid opening.

NOTED
LLOYD P. SHAW

Original To Young
3-31-65

Form A-120-B

OREGON STATE HIGHWAY DEPARTMENT

Project Authorization and Record of Work Orders

NOTED
DON HARWELL

Section West Fork Hood River Bridge
Highway Lost Lake Road - FAS 306
County Hood River
Kind of Work Bridge Construction - Bridge No. 15507A
Contractor Hannan Bros. Company, 8410 S.E. Otty Road Portland, Oregon
Specified Work Days Completion by May 31, 1965

Contract No. 6558
F. A. Project No. S-116(3)
Job Prefix 514-1058
Date of Award March 20, 1965
Division Engineer J.F. Putnam
Resident Engineer Norman D. Krehbiel

CONSTRUCTION AUTHORIZATION

Contract amount	$ 59,190.00
Additional anticipated items:	
NONE	$

NOTED
H. S. COX

NOTED
R. H. PRANGE

-0-

Subtotal	$ 59,190.00
Contingencies (4½%)	2,663.55
Construction Engineering (8%)	4,735.20
Subtotal	$ 66,588.75
Credit for maintenance rock	
Total original construction authorization	$ 66,588.75

Authorization increases, approved by Commission:

	$
Total present construction authorization	$

NOTED
V. R. JONES

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS

RECEIVED
MAR 23 1965
ENGINEER
COUNTY & CITY DIVISION

State Printing

(Continued on reverse side)

RECEIVED
APR 13 1965
FOR FILING

MISC. CONTRACTS and AGREEMENTS No. 2878

S-116(3)
6228

Salem, Oregon
March 18, 1965

Agenda Item 3d-1

Mr. H.S. Cox
County & City Engineer
Building

Attention: Mr. Don Harwell
Office Engineer
County and City Div.

Finance-Construction Agreement
ER Project S-116(3)
West Fork Hood River Bridge
Lost Lake Road, FAS 306
Hood River County

Attached is a conformed copy of a Finance-Construction Agreement with Hood River County covering Emergency Relief project on West Fork Hood River Bridge Section, Lost Lake Road, FAS 306 in Hood River County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Hood River County Court.

Secretary

rn
Attach: 1

George Hobde

NOTED
P. B. Arensmeier

March 17, 1965

NOTED
H. S. COX

NOTED
DON HARWOOD

Hood River Board of County Commissioners
Courthouse
Hood River, Oregon

NOTED
R. H. PRANGE

NOTED
R. M. ALLISON

Gentlemen:

On March 16, a satisfactory bid was received from Hannan Brothers Company of Portland for constructing the West Fork Hood River Bridge Section of FAS 306. As per the agreement between the state and county, the following advance deposit is required from the county prior to awarding of a contract:

Bid Items	$59,190.00
12-1/2% Engineering & Contingencies	7,398.75
Estimated Total Cost.....	$66,588.75
County Advance Deposit:	
20% of $66,588.75 = $13,317.50 or say	$13,300.00

Please make this advance deposit in the amount of $13,300 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones,
Planning Engineer

VRJ:mm

cc: H. H. Sharrah, County Engineer

NOTED
V. R. JONES

RECEIVED
MAR 16 1964
FOR FILING

3-11-64

5.116(3)
6558

Prefix No. 514-1463

ADDENDUM "A" TO LOCATION PROSPECTUS
WEST FORK HOOD RIVER BRIDGE SECTION
FAS 323, PUNCH BOWL ROAD
HOOD RIVER COUNTY

The following prospectus is submitted to revise and correct the prospectus on the West Fork Hood River Bridge Section.

PARAGRAPH 1 THROUGH 7: Correct as per original prospectus.

PARAGRAPH 8: Delete the first sentence and replace with the following: "Horizontal clearance of 28 feet with no sidewalks." Remainder of paragraph is correct as per original prospectus.

PARAGRAPH 9 THROUGH 14: Correct as per original prospectus.

ATTACHMENT: Correct as per original prospectus.

March 11, 1964
cc Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
Dean Swift (3)
Mark Astrup
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

NOTED
R. L. PORTER

NOTED
FORREST COOPER

RECEIVED
MAR 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

65-3(1)

March 1, 1965

NOTED
H. S. COX

P. B. Arensmeier

TO: Hood River County Board of Commissioners
Courthouse
Hood River, Oregon

NOTED
R. H. PRANGE

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). (Second copy is for your records.)

NOTED
DON HARWELL

Highway Lost Lake County Road (FAS 306)

Section West Fork Hood River Bridge Section

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

March 3, 1965
(date)

By _____
Chairman, Board of Commissioners

By _____
Commissioner

By _____
Commissioner

RECEIVED

Copy to Young

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
R. D. BARKER, VICE-CHAIRMAN
FRANK RYPCZYNSKI
JAN Y. KURAHARA
JERRY ROUTSON

HOOD RIVER, OREGON

March 5, 1965

NOTED
R. H. PRANGE

NO
DON

Oregon State Highway Department
County and City Division
State Highway Building
Salem, Oregon 97310

Gentlemen:

Enclosed please find our certification that the construction of Lost Lake County Road (FAS 306) will not interfere with recreational, historical or public resources.

Very truly yours,

P. F. Bucklin
Chairman, Board of Commissioners

PFB/dl

RECEIVED
MAR - 8
PIONEER

RECEIVED
MAR 6 - 1964
FOR FILING

6558

Prefix No. 514-1463

LOCATION PROSPECTUS
WEST FORK HOOD RIVER BRIDGE
FAS 323, PUNCH BOWL ROAD
HOOD RIVER COUNTY

HIGHWAY: Punch Bowl County Road. Federal-aid Secondary No. 323.

TERMINI: The bridge is located approximately 1.3 miles north of the junction of Hayes Road and the Hood River Secondary Highway on Punch Bowl Road.

LENGTH: Approximately 0.2 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the replacement of an existing bridge. Grading and surfacing of the bridge approaches will be done by the County. Soils and foundation explorations will be conducted. Reconnaissance and an economic analysis are not needed. It will not be necessary to tie this project to the Lambert Grid System. This project is to be constructed with 1965 FAS-C Funds.

CHARACTERISTICS: Existing ADT 100, projected ADT 170.

STANDARDS: Class "E", maximum grade 6 per cent, maximum curvature 18 degrees.

TYPICAL SECTION: Two 10-foot travel lanes with 4-foot shoulders.

BRIDGE: Horizbntal clearance of 26 feet with no sidewalks. County-owned girders are to be incorporated into the structure. The existing structure will be used for detour or traffic flow during construction.

ACCESS: County road with no control.

BASE DESIGN: Tentative base design for construction is:

Wearing Surface	1-1/4" Oil Mat
Top Course Base	2 " Leveling
Bottom Course Base	12 " Coarse Base
Total Depth	15-1/4"

MATERIAL: Local commercial or County.

NOTED
R. L. ADRIAN
NOTED
FORREST COOPER

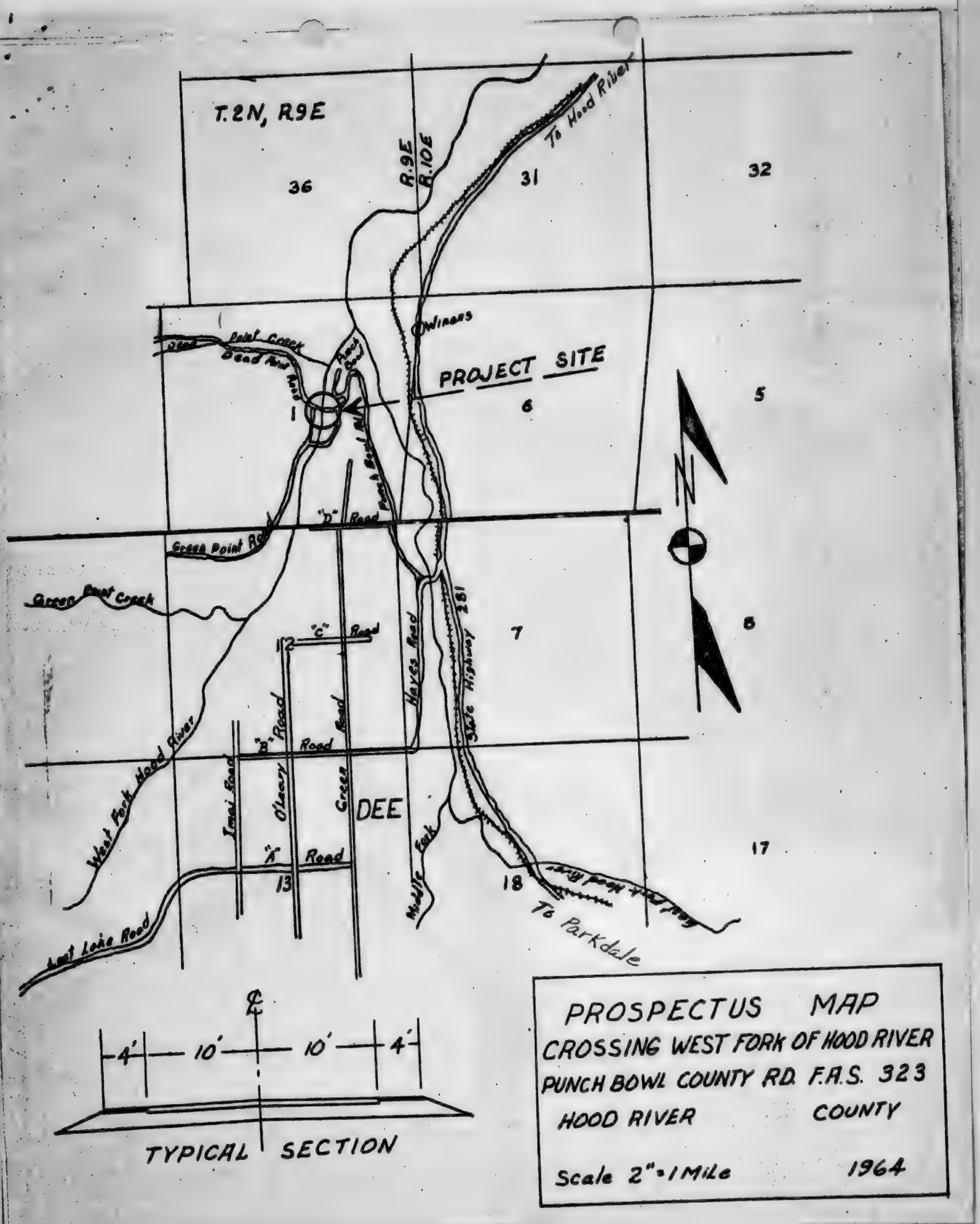
ADDITIONAL FACILITIES: No railroads.

AGREEMENTS: Routine county negotiations for an FAS-C project.

PARKS: None affected.

March 2, 1964
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
Dean Swift (3)
Mark Astrup
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
MAR 4 1964
OFFICE OF
STATE HIGHWAY ENGINEER



TYPICAL SECTION

PROSPECTUS MAP

CROSSING WEST FORK OF HOOD RIVER

PUNCH BOWL COUNTY RD. F.A.S. 323

HOOD RIVER COUNTY

Scale 2" = 1 Mile 1964

RECEIVED
MAR 10 1965
FOR FILING

March 1, 1965

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
G. R. Brooks
Dist. Engineer

08-35.2-2A

A. W. Tarbous, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project S-116(3)
W. Fork Hood River Bridge
Bridge Reconstruction

P. S. & E. documents for the subject project are hereby approved with the understanding that you will make any corrections found necessary following completion of our review. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Our February 18, 1965 program memorandum approved the addition of this project with the understanding that all or a portion may be transferred to the emergency program if determined to be eligible. Such action may be accomplished either by PR-9 addition to Item 66, Project ER-115(2) with a separate PR-9 concurrently deleting the item from the secondary program, PR-9 transfer to the emergency program as a separate project in the ER-115 series assuming that the entire project is eligible for emergency funds since the entire bridge and approach were damaged, or by submission of a PR-1 adding the item to the emergency program as a new project and concurrently withdrawing the item by PR-9 from the secondary program.

Our authorization is with the understanding that all right-of-way is available for the project with no relocations of persons or utilities involved as indicated in Mr. Holt's and Mr. Litchfield's February 26, 1965 reports.

The use of the Standard Specifications for Highway Construction - 1964 is approved for use on this specific project.

The use of the Division I - General Requirements, Article 8.1 Subletting, dated December 1, 1964, Supplemental Standard Specifications is approved for use on this specific project.

Mr. Young's March 1, 1965 letter indicates that nonconcurrence by appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Attachment

Original To Young
with attach.
3-10-65

POTED
HOLT S. SHAW

COPY SENT TO WALT WRIGHT
ON 2/26/65

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Subject: Federal Aid Project No. S-116(3), ER-115(2)

Highway No. FAS 306

Project Name West Fork Hood River Bridge

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at Hood River, Oregon, this 24 day of February, 1965.

Hood River County by its
Board of County Commissioners

Chairman

Commissioner

Commissioner

*Certify either paragraph 2 or 3.

RECEIVED
FEB 25 1965
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
MAR 4 - 1965

Form CD-12 (11-63) (Pres. by A.D. 288-50)

UNITED STATES GOVERNMENT

Memorandum

S 116 (3)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 18, 1965

In reply refer to: 08-35.3-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Secondary Program

Mr. Young's February 16, 1965 letter submitted for inclusion on the captioned program the following item in Stage 2:

Item	Project No.	Location	Work
903	S-116(3)	W. Fork Hood River Bridge	1 RCDG Bridge

We hereby approve this program action, effective this date, as a Federal-aid Secondary project with the understanding that if all or a portion of this project is determined as eligible under Section 125, Title 23 USC, the eligible portion may be transferred to the Emergency Program, providing sufficient funds are or can be made available under our Administrator's January 4, 1965 finding that an allocation of emergency funds to the December 1964 floods was warranted. Under this provision, this project should not be considered as governed under the approved Secondary Road Plan, but rather handled as a Primary project with regard to the P.S. & E. and contract.

You are authorized to proceed with preliminary engineering.

We will take the action requested in Mr. Young's letter to delete a portion of Item 66, ER-115(2), prior to forwarding to Washington for approval.

This action approves construction on 0.028 miles of structure, for an estimated cost of $75,500 of which $47,800 is reserved as Federal-aid Secondary funds.

NOTED
LLOYD P. SHAW

Original To Young
3-4-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 27 1965
FOR FILING
S-416(3)
6558

February 16, 1965

Mr. A. H. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for one project, Item 903, Project S-416(3), N. Fork, Hood River Bridge, which we desire to have included in the Federal-Aid Secondary program.

The project qualifies as E.R. work and is programmed with the understanding that when Federal funds become available, the project will be reprogrammed or transferred so that the Federal share of the costs will be paid from Relief funds and not from Federal-Aid Secondary funds.

We desire to receive bids for this project on March 16, 1965.

It is requested that the following changes be made to the PR-1 for Project ER-113(2), Item 66: Eliminate "Preliminary Engineering" and "NOB bridge" from the character of proposed work. This change leaves the following estimated project costs:

Construction

Total Cost	$6,900.00	
Federal Funds	325.00	(5% Basis)
State Funds	1,200.00	
County Funds	4,975.00	

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:mb

RECEIVED
MAY 27 1965
FOR FILING

6428

February 16, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for one project, Item 903, Project S-416(3), N. Fork, Hood River Bridge, which we desire to have included in the Federal-Aid Secondary program.

The project qualifies as E.R. work and is programmed with the understanding that when Federal funds become available, the project will be reprogrammed or transferred so that the Federal share of the costs will be paid from Relief funds and not from Federal-Aid Secondary funds.

We desire to receive bids for this project on March 16, 1965.

It is requested that the following changes be made to the PR-1 for Project SR-115(2), Item 66: Eliminate "Preliminary Engineering" and "8000 bridge" from the character of proposed work. This change leaves the following estimated project costs:

Construction

Total Cost	$6,500.00	
Federal Funds	325.00	(5% Basis)
State Funds	1,200.00	
County Funds	4,975.00	

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

EHC:mlb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID P

(PPM 2

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		ADT	PRESENT	FUTURE (66)	YEAR (70)(71)					
	1	Co. Rd., 4.6 mi. S.W. of Dee			250	500						
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62		NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUT (74)			
	One RCDG Bridge											
CARD 4	CLASS OF FEDERAL FUNDS	Secondary						COUNTY NAME				
	NAME OF URBAN AREA 17-31							ROUTE NO. S	FEDERAL-AI 306			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT C: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)
1	(14-15)	(16)	41	42			Co.Rd., 4.6 mi. S.W. of Dee			
5					PE		(W. Fork Hood River Bridge)		$ 500	$ 300
5					ROW					
5					CONST (CODE)				$75,000	$47,500
								0.028	$75,500	$47,800

(16) (23)(24)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

str. which was destroyed during the Dec.
is programmed with the understanding that
available, the project will be reprogramm
will be paid from Relief Funds and not fr
Item 655, Project S-116(2).

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
65	ADT	250 (66)	500 (70)	84 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	903 (14) (18)

I. Projects Only

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	POST MI. (24) (26)	DESIG. 27
					S	116	(3)		

COUNTY NAME: Hood River — CODE: 027 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 306 — STATE: (32) Co. Rd. (36) — U.S. (37) (41)

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	$ 500	$ 300	$ 100	$ 100 (Co.)	P.E. including PS&E preparation, one prestressed RCDG bridge, length 151'. (By State contract)
	$75,000	$47,500	$13,750	$13,750 (Co.)	ROW - 60' min.; access control-none; parking restrictions, none.
0.028	$75,500	$47,800	$13,850	$13,850 (Co.)	

(16) (23) (24) (33)

REMARKS This project necessary to replace original str. which was destroyed during the Dec. 22, 1964 flood. The project qualifies as E.R. work and is programmed with the understanding that when Federal funds for emergency relief work are made available, the project will be reprogrammed or transferred so that the Federal share of the cost will be paid from Relief Funds and not from Federal-Aid Secondary Funds. Additional data: See Item 655, Project S-116(2).

USCOMM DUSCOMM-DC 48905-P61

W. FORK, HOOD RIVER BRIDGE

PROJECT NO. S-116(3)

Existing Facility

Roadway: Two 10' lanes bituminous surface with 4' shoulders constructed under S-116(2).

Structure: W. Fork, Hood River Bridge, 116', consisting of one 100' steel deck girder and one 16' I-beam span constructed by County in 1961. HC 20'.

Project Data

The W. Fork, Hood River, overflowed during the December 1964 flood destroying the bridge at MP 4.6.

The proposed project consists of P.E., including PS&E preparation and the construction of a prestressed RCDG Bridge 151' in length, HC 28'.

The flood destroyed the south abutment and road approach and it is therefore proposed to construct the new bridge 35' longer than the original bridge to avoid future damage under similar flood conditions.

Remarks: Road approaches and oil surfacing will be constructed by County Forces and/or negotiated contract under Project ER-115(2).

HOOD RIVER COUNTY
PROPOSED 1964 FLOOD DAMAGE PROJECTS, ER FUNDS

FAS 306, Lost Lake Road: West Fork Hood River Bridge, $70,000.

The existing bridge was destroyed by the extremely high water in this branch of the Hood River. Replacement will be made under a contract to be prepared and let by the State Highway Department. A survey for the vicinity map will not be required.

FAS 306, West Fork Section, replacement of approach fill, $4,000.

This approach fill was washed out at the same time as the bridge. Replacement of 2000 cubic yards of embankment, repair of base surfacing, and oil mat will be done by county forces.

FAS 580, Woodworth Bridge, East Fork Hood River, $20,000.

The easterly pier was undermined by flood waters of the East Fork of the Hood River and one span was severely damaged. The repair of this span will be accomplished under a contract prepared and let by the Highway Department. This bridge was constructed as an FAS project in 1954.

FAS 580, Woodworth Bridge Section, Embankment in Place, $6,000.

Approximately 2000 cubic yards of the bridge approach fill was washed out by the flooding East Fork of the Hood River adjacent to the Woodworth Bridge. This fill will be replaced by county forces.

Comm confirmed
3-11-65

ER/FAS-C/65-2
2/8/65 (Supersedes 2/5/65 tab.)

477 Cottage Street NE.
Salem, Oregon 97301

January 20, 1966

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
G. R. Brooks
Dist. Engineer

08-35-DA

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

RECEIVED
JAN 24 1966
ENGINEER
COUNTY & CITY DIVISION

Oregon Project ER-115(3)
County FAS Routes
Hood River County
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. County Force Account procedures also are approved. Waiver of competitive contract requirements and use of County forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed County resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's December 17, 1965 letter are approved. Established county rental rates must be supported by accounting records or if not available, the alternate rates approved by this office on August 19 and September 23, 1965 may be used. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 16.37 (intermittent) miles of roadway at a total estimated negotiated contract amount of $1,167.77 and County Force Account work amount of $20,137.61. Estimated emergency fund participation is to be at the regular pro-rata share or $13,518.00.

Findings regarding nonincidental permanent repairs on the project by County Forces were previously transmitted on May 14 and July 19, 1965.

I CONCUR: B. M. FRENCH, REGIONAL ENGR.

BY: _____
E. J. McClarty, Asst Reg. Engr.

DATE: _____

cc: Region (4) w/2 cys
agreement & plans
(PR-37 distr seperately)
RSCox, County-City Div.
Lusk

ER

Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed
G. R. Brooks
Dist. Engineer

January 19, 1966

08-35-DA

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project ER-115(2)
West Fork Hood River Bridge Section
Lost Lake County Road
Emergency Repairs

We hereby approve County Force Account procedures as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated restoration work made necessary by flood damage on the subject project. Use of County forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed county resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's December 13, 1965 letter are approved. Established county rental rates must be supported by accounting records or if not available, the alternate rates approved by this office on August 19 and September 23, 1965 may be used. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 0.30 mile of roadway at a total estimated County Force Account work amount of $2,137.15. Estimated emergency fund participation is to be at the regular pro-rata share or $1,356.02.

A finding regarding nonincidental permanent repairs on the project by County Forces was previously transmitted on July 19, 1965 which overruns considerably.

cc: Region (4) w/cys agreement & plans
(PR-37 distr separately)
R.E. Cox
Lusk

I CONCUR: B. M. FRENCH, REGIONAL ENGR.

BY: _____
B. J. McClarty, Asst Rig. Engr.

DATE: _____

RECEIVED
JAN 21 1966
ENGINEER
COUNTY & CITY DIVISION

FORM E-123X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 18, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Federal-Aid Project Acceptance
Project No. ER-115(2)

Dear Sir:

This is to advise you that all work authorized under FAP No. ER-115(2), has been completed. The type and location of the work are as follows:

Permanent Repairs:

County Force Order #6 FAS 306 (Hood River Co.) MP 4.60 - MP 4.90

Temporary Repairs:

County Forces and)
Negotiated Equip.) FAS 306 (Hood River Co.) MP 4.60 - MP 4.90
Rental Contract)

Your final acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NKG:ed
cc: C. H. Maison
E. S. Hunter
F. D. Morgan
I. D. Merchant
R. N. Chase
H. S. Cox

RECEIVED
JAN 18 1966
ENGINEER
COUNTY & CITY DIVISION

FORM E-302—500—5-62 SPT 0250-704

RECEIVED JAN 13 1965 ENGINEER COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1965

SUBJECT: West Fork Hood River Bridge on Lost Lake Road FAS 306

To: Mr. Ivan D. Marchant
Bridge Engineer
O F F I C E

NOTED
DON HARWELL

RECEIVED JAN 13 1965 ENGINEER COUNTY & CITY DIVISION

The County lost a 100' steel girder span that was built in 1960 because of the December 1964 flood. I looked at this site with Mr. Sharrah, the County Roadmaster, in order to decide what type of structure could be most quickly replaced at this location. An examination showed that the old pier that was left in when this new structure was built probably caused the high water to be deflected to the west end, undermining the pedestal footings that were placed in the fill. While I was there a quick profile was run which was plotted in pencil and is shown on the attached cross section paper. As shown on this profile one 90' span with a 50' span on the east end would carry the end of the bridge back far enough to avoid any further scouring; provided, that the pier for the end of the 90' span was placed down on solid material.

First, the old steel girders that the County has thatwere considered for Punchbowl Bridge was contemplated. However, after looking over these steel girders and figuring the amount of work that would be required to splice the 60' spans out, I advised Mr. Sharrah that for quicker construction and for economy it would be advisable to use Type IV prestressed beams and he was agreeable to this procedure. On this bridge we have to start with a concrete abutment on the west end which is founded on solid rock and which was left intact after the steel girders were destroyed. The original steel girders were 8' in depth with a rocker underneath the girders which made the distance from the top of the projected footing to the top of the abutment 10'. This abutment was constructed for a 22' roadway and had three of these girders with 10" cross channels at 18" centers on top of them with an open steel grid for the deck. Due to this fact the abutment that is intact is somewhat narrow for our 28' standard roadway for FAS projects.It would ease the construction if a 26' roadway could be used but if necessary to qualify for the Federal funds on this emergency replacement if 28' roadway is mandatory we still have the possibility of placing a beam across the bridge seat of the existing abutment which would take care of the additional widening required as this beam could be reinforced to take the small amount of overhang that might be required to support the outside beams. However, on the other hand using the four prestressed beams it might be possible to set them near enough together so that the overhang to obtain the 28' roadway would not be objectionable.

NOTED
V. R. JONES

An examination of the site indicated that an H-piling pier such as was designed for the Mary White Bridge shown on Drawing No. 19783 would be the ideal construction for the pier between the 90' span and the 50' span. The end span would be one of our standard H pile bents with a concrete cap as is also shown on Drawing No. 19783.

The piling lengths required for encased H piling pier would be 40' and the piling lengths for the H piling end bents would be 30'.

Attached is the only copy of the drawing that the County has for the bridge built by the West Coast Steel Works. Please return this or have a duplicate made.

E. G. Richetts
Assistant Bridge Engineer

EGR/mm
Attached

cc: Mr. H. S. Cox

ERFO-101(2) Eagle Cr. Br., Oakridge-Salt Cr. Tunnel Sec., Willamette Hwy. 1965

#6559

STATE COPY

Monthly transaction number	FORM PR-2A (3-31-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 6 3	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 1-14-66	County Lane
		Project number ELRO-101(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 12, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 2,324,906.00

Revised Federal funds $ 2,324,906.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14th day of January, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-L 8120-P63

October 12, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of revised estimate as a basis for modification of project agreement for Project No. ERFO-101(2), Oakridge-Salt Creek Tunnel Section.

The estimate has been revised to reflect an estimated over-run of quantities of several bid items, as noted on the estimate, and to include approved price agreements and approved State Force Orders.

A copy of a memorandum from our Construction Division to Mr. F. B. Klaboe setting forth the bid items and estimated over-run of each item is attached.

We are requesting modification of the project agreement to provide the additional Emergency Relief (ERFO) Funds required for this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHC:c:

RECEIVED
JAN 25 1966
OFFICE ENGINEERING
DIVISION

RECEIVED
JAN 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Department

Federal-Aid
Project No. ERFO-101(2)

OAKRIDGE-SALT CREEK TUNNEL SECTION OF THE

WILLAMETTE HIGHWAY IN LANE COUNTY

(Revised estimate as a basis for modification of project agreement. Estimate revised to include approved price agreements, state force orders and estimated over-runs of bid item quantities.)

Salem, Oregon, October 12, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code 6201
Roadway (MP 37.24 to MP 55.13) (Contract No. 6553)

Moving Costs	All Required		$ 75,000.00
Blade Grader	2,400 hours	$ 15.00	36,000.00
Tractor (185 H.P), Dozer	4,000 hours*	25.00	100,000.00
Tractor (185 H.P.), Dozer and Winch	500 hours	27.00	13,500.00
Tractor (75 H.P.), Dozer	650 hours*	20.00	13,000.00
Power Shovel, 2-1/2 C.Y. Comb.	300 hours	34.00	10,200.00
Power Shovel, 3/4 C.Y. Comb.	850 hours*	25.00	21,250.00
Crane, Truck-Mounted, Dragline	80 hours	25.00	2,000.00
Trucks, Dump, 6 C.Y.	350 hours	13.00	4,550.00
Trucks, Dump, 10 C.Y.	1,500 hours*	13.00	19,500.00
Trucks, Dump, 20 C.Y.	4,000 hours	25.00	100,000.00
Trucks, Flatbed, 1-1/2 Ton	200 hours	10.00	2,000.00
Trucks, Pickup, 3/4 Ton (without Operator)	2,400 hours	2.00	4,800.00
Trucks, Sprinkler, 4,500 Gals. with Pump	250 hours	15.00	3,750.00
Loader, Wheel Type, 3/8 C.Y. Comb.	300 hours	14.00	4,200.00
Loader, Wheel Type, 1 C.Y.	330 hours	14.00	4,620.00
Loader, 4-Wheel Drive, 4 C.Y.	700 hours	30.00	21,000.00
Loader, Crawler, 2 C.Y.	1,200 hours*	30.00	36,000.00
Roller, Vibratory with Power	100 hours	32.00	3,200.00
Roller, Grid with Power	400 hours	29.00	11,600.00
Tamper, Gasoline Engine (Hand Operated)	50 hours	10.00	500.00
Pump, Portable, 3-4 inch	100 hours	5.00	500.00
Saw, Portable Chain, Minimum 36" Bar	1,060 hours*	15.00	15,900.00
Wagon Drill, 3-1/2 inch Rubber Tired with Comb.	50 hours	26.00	1,300.00
Explosives	1,000 lbs.	0.60	600.00
Foreman	4,500 hours*	6.75	30,375.00
Laborers	17,500 hours*	4.75	83,125.00
Watering	3,000 M-gals.	3.00	9,000.00
3/4" - 0 Material in Base	16,500 tons	1.75	28,875.00
Stone Base	120,000 tons	1.65	198,000.00

3/4" - 0 Aggregate in Prime Coat	900	cu.yds.	$ 3.00	$ 2,700.00
RC-250 Asphalt in Prime Coat	450	tons	50.00	22,500.00
RS-1 Asphalt in Tack Coat	11	tons	70.00	770.00
Class "B" Asphalt Concrete Mixture	27,000	tons	4.90	132,300.00
Asphalt Cement in Mixture	1,490	tons	33.70	50,213.00
Loose Riprap	210,000	cu.yds.*	2.45	514,500.00
Furnish 18-inch Metal Culvert Pipe, Type "A" Coating	1,100	lin.ft.	2.80	3,080.00
Furnish 24-inch Metal Culvert Pipe, Type "A" Coating	670	lin.ft.	3.90	2,613.00
Furnish 30-inch Metal Culvert Pipe, Type "A" Coating	500	lin.ft.	5.75	2,875.00
Furnish 36-inch Metal Culvert Pipe, Type "A" Coating	300	lin.ft.	6.60	1,980.00
Furnish 42-inch Metal Culvert Pipe, Type "A" Coating	60	lin.ft.	10.50	630.00
Furnish 60-inch Metal Culvert Pipe, Type "A" Coating	300	lin.ft.	19.50	5,850.00
Furnish 72-inch Metal Culvert Pipe, Type "A" Coating	140	lin.ft.	24.00	3,360.00
Furnish 8-inch Perf. Metal Drain Pipe	750	lin.ft.	1.50	1,125.00
Special Backfill in Drains	700	cu.yds.	6.00	4,200.00
Guard Rail	25,000	lin.ft.	2.35	58,750.00
Rail End Pieces	50	only	6.00	300.00
Remove Existing Bridge	All Required			1,000.00
				$1,663,091.00

Approved Price Agreements and State Force Orders

PA #1	1/2 Ton Pickup	2,400 hours	$ 1.50	$ 3,600.00
PA #2	3,700 Gal. Sprinkler Truck	150 hours	12.30	1,845.00
PA #3	Wind Machines	400 hours	1.00	400.00
PA #4	Jackhammers, 51 lb. minimum	400 hours	8.30	3,320.00
PA #9	SS-1 Asphalt in Sprinkling	10,000 Gal.	0.38	3,800.00
SFO #1	Signing and Barricades	All Required		1,000.00
				$ 13,965.00
Flagging (57½% of Contractor's Cost)		All Required		$ 8,000.00
Striping		All Required		1,000.00
Seeding and Mulching		All Required		2,000.00
				$ 11,000.00
		Subtotal		$1,688,056.00
		10% Engr. & Cont.		168,805.00
				$1,856,861.00
Salvage Value of Old Bridge		35 tons	$ 20.00	$ (700.00)
				$1,856,161.00

Type Code X030
Eagle Creek Bridge (#3995A) (Sta. 15+80 to Sta. 16+30) (Contract No. 6559)

Remove Old Bridge	All Required	$	$ 2,000.00
Shoring, Cribbing, etc.	All Required		4,000.00
Structural Excavation	500 cu.yds.	10.00	5,000.00
Structural Excavation Below Elevation Shown	50 cu.yds.	10.00	500.00
Class "A" Concrete (193 C.Y.)	All Required		11,580.00
3'x50' to 55' Prestressed Concrete Slab	12 only	866.00	10,392.00
Metal Reinforcement (33,000 lb.)	All Required		4,000.00
			$ 37,472.00

Type Code X031
Lower Salt Cr. Bridge (#1519A)(Sta. 2449+14 to Sta. 2451+44)(Contract No. 6567)

Remove Old Bridge	All Required		$ 6,900.00
Shoring, Cribbing, etc.	All Required		5,000.00
Structural Excavation	600 cu.yds.	$ 10.00	6,000.00
Structural Excavation Below Elevation Shown	60 cu.yds.	10.00	600.00
Class "A" Concrete (555 C.Y.)	All Required		39,220.00
Metal Reinforcement (118,500 lb.)	All Required		15,000.00
Structural Steel (27,800 lb. Carbon) (251,600 lb. Low Alloy)	All Required		78,594.00
Metal Parapet Railing, Single Pipe	461 lin.ft.	6.50	2,996.50
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	25 lin.ft.	5.00	125.00
			$ 154,435.50

Type Code X031
Upper Salt Cr. Bridge (#2071A)(Sta. 2196+66 to Sta. 2200+32) (Contract No. 6566)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	450 cu.yds.	$ 10.00	4,500.00
Structural Excavation Below Elevation Shown	50 cu.yds.	10.00	500.00
Furnish 10 BP 42 Steel Piling	1,570 lin.ft.	5.00	7,850.00
Drive Steel Piles	86 only	50.00	4,300.00
Splice Steel Piles	20 only	35.00	700.00
Class "A" Concrete (1,165 C.Y.)	All Required		81,000.00
Metal Reinforcement (219,400 lb.)	All Required		30,158.00
Structural Steel (48,600 lb.) (304,300 lb. Low Alloy)	All Required		93,975.00
Metal Parapet Railing, Single Pipe	740 lin.ft.	6.50	4,810.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	50 lin.ft.	5.00	250.00
			$ 233,043.00
	Subtotal		$ 424,950.50
	10% Engr. & Cont.		42,494.50
			$ 467,445.00
Salvage Value of Old Bridge	35 tons	$ 20.00	(700.00)
			$ 466,745.00

Length of Roadway - - - - - - - - - - 17.768 mi. (Intermittent Sections)
Length of Structures (3) - - - - - 0.122 mi.
Total Length - - - - - - - - - - - - 17.890 mi.

SUMMARY OF FUNDS

	Total Cost	Federal Funds
Preliminary Engrg.	$ 2,000.00	$ 2,000.00
Roadway	1,856,161.00	1,856,161.00
Structure	166,745.00	166,745.00
	$2,324,906.00	$2,324,906.00

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 20-1476
20-1014
20-1015
20-1017
20-1016

* These bid item quantities have been increased to include the estimated over-run of each bid item. The increase is shown below:

	Bid Item	Contract Quantity	Expected Over-run Quantity	Amount
3.	Tractor, 185 H.P.	2,500 hrs.	1,300 @ $25.00	$32,500
5.	Tractor, 75 H.P.	160 Hrs.	490 @ 20.00	9,800
7.	Power Shovel, 3/4 C.Y.	50 hrs.	800 @ 25.00	20,000
10.	Trucks, 10 C.Y.	500 hrs.	1,000 @ 13.00	13,000
18.	Loader, Crawler, 2 C.Y.	40 hrs.	1,160 @ 30.00	34,800
23.	Portable Chain Saw	160 hrs.	900 @ 15.00	13,500
26.	Foreman	2,400 hrs.	2,100 @ 6.75	14,175
27.	Laborers	10,000 hrs.	7,500 @ 4.75	35,625
36.	Loose Riprap	190,000 cu.yds.	20,000 @ 2.45	49,000

OAKRIDGE-SALT CREEK TUNNEL SECTION

PROJECT NO. ERFO-101(2)

CONTRACT NO. 6553

State Work Nonfederal Aid

ROCK PRODUCTION

1/2" - 1/4"	Material in Stockpile	2,500 cu.yds.	$3.00	$ 7,500.00
1/4" - #10	Material in Stockpile	1,500 cu.yds.	3.00	4,500.00
1/2" - 0	Material in Stockpile	4,000 cu.yds.	3.00	12,000.00
1/4" - 0	Material in Stockpile	6,000 cu.yds.	3.00	18,000.00
				$42,000.00

RECEIVED
NOV 1 - 1965
FOR FILING

October 29, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Federal-Aid Project
Acceptance

Dear Sir:

Your September 9, 1965 endorsement noted that contract work on Contract No. 6559, Oakridge-Salt Creek Tunnel (Eagle Creek Bridge) Section in Lane County, Federal-Aid Project No. BRFO-101(2) was satisfactory. The State Highway Commission authorized acceptance of the contract as of September 29, 1965.

Attached or listed below are data necessary for your acceptance of the project:

Participating work under State Force Order by State Forces, or others - None.

Attachments are as follows:

Materials Report, PR-47 (3 copies)
Laboratory materials certification
Statements of underruns and overruns
Monthly Project Cost Report (S-256)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:mb
cc: C. H. Maison
I. D. Merchant
R. M. Chase

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OCT 11 1965
FOR FILING

ERFO-101 (2)
6559

October 4, 1965

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building
350 Sansome Street
San Francisco, California 94104

Gentlemen:

Contract No. 6559 awarded to Workman Construction Company for the Eagle Creek Bridge construction on the Oakridge-Salt Creek Tunnel Section of the Willamette Highway in Lane County, was completed on July 22, 1965, and accepted by the Highway Commission on September 29, 1965.

Final payment in the amount of $1,873.60 will be released to the contractor after October 11, 1965. The total contract amount is $40,936.16 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fhn
cc Workman Construction Co.
P.O. Box 520
Canby, Oregon

Edward G. Larkins Agency, Inc.
Woodlark Building
Portland, Oregon
C.H. Maison
Attn: John Herr
L.H. Young

RECEIVED
SEP 29 1965
FOR FILING
ERFO-101(2)
6417

September 29, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed July 22, 1965, on Contract No. 6559. The contract was with Norman Construction Company and was for construction of the Eagle Creek Bridge on the Oakridge-Salt Creek Tunnel Section of the Willamette Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective September 29, 1965, and that you concur in this procedure at the Commission meeting on November 4.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

RECEIVED
JUL 27 1965
FOR FILING

ERFO-101(2)
6559

July 27, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 22, 1965, on Contract No. 6559, Oakridge-Salt Creek Tunnel (Eagle Creek Bridge) Section, in Lane Cou ty, in connection with Federal-Aid Project No. ERFO-101(2).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date:_____

Conditions noted on above date:

WO:cd

cc: H. S. Cox

A. W. Parsons
Division Engineer

RECEIVED
APR 29 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6559

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 27, 1965

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Oakridge Salt Creek Tunnel
Eagle Creek Bridge
Contract No. 6559
Federal Aid Project No.
EEFO-101(2)

Work was started on the above project on April 26, 1965.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc: D.H. Parkes
P.A. Query
C.H. Malson
L.H. Young

NOTED
FLOYD QUERY

RECEIVED
APR 12 1965
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

April 2, 1965

08-35.2-EC

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project EEFO-101(2)
Eagle Creek Bridge Section
Bridge Reconstruction

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of March 30, 1965 in the award of contract No. 6559 to Herkmann Construction Co. of Canby, Oregon, low bidder in the amount of $37,472.00 at the March 30, 1965 bid opening.

orig to Young
4-12-65

RECEIVED
MAR 31 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

ERNEST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 31, 1965

Workman Construction Co.
P. O. Box 520
Canby, Oregon 97013

Gentlemen:

The State Highway Commission on March 30, 1965, awarded to you State Highway Contract No. 6939 for the following project:

Eagle Creek Bridge on Oakridge-Salt Creek Tunnel Section of Willamette Highway, Lane County

This award was based on your low bid of $37,472 which was submitted to the Commission on March 30, 1965, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
MAR 30 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed March 15, 1965
E. R. Brooks
Dist. Engineer 08-33.2-M

A. W. Parsons, Division Engineer
Salem, Oregon

By E. R. Brooks
District Engineer

Oregon Project ERPO-101(2)
Eagle Creek Bridge
Bridge reconstruction

P. S. & E. documents for the above captioned portion of the subject project are hereby approved with the understanding that you will make any corrections found necessary following completion of our review. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all right-of-way is available for the project with no utility adjustments involved as indicated in Mr. Wright's and Mr. Litchfield's March 15, 1965 reports.

Mr. Chase's letter indicates that nonoccurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

The use of the Standard Specifications for Highway Construction-1964 is approved for use on this specific project.

The use of the Division I - General Requirements, Article 8-1 Subletting, dated 12-1-64 Supplemental Standard Specification is approved for use on this specific project.

Attachment

Original To Young
w/ att.
3-30-65

RECEIVED
APR 6 - 1965

FOR FILING

N STATE HIGHWAY DEPARTMENT

NTER-DEPARTMENT CO PONDENCE

Salem, Oregon

January 27, 1965

To: [illegible]

SUBJECT: [illegible] Salt Creek Bridge No. 3995-[illegible]

Eagle Cr. Br. - see 2nd page

On January 21 an inspection of the above three mentioned bridges on the Willamette Highway was made by John H. Miller, L. L. Rear, and the writer. The results of this inspection and our recommendations are as follows:

[illegible] Salt Creek Bridge No. [illegible]. This bridge was constructed by the Bureau of Public Roads in 1933 and consists of a 101'6" steel pony truss on spill through abutments. Roadway width 24' has one 4' sidewalk on the upstream side. The structure was built perpendicular to the roadway center line whereas the channel change is indicated on a 20° skew with a 50' bottom channel width. At the present time it was estimated that the channel is on a 20° skew. The structure itself was not damaged during the flood; however, the approach roadway on the East side was washed out. Because of the narrow roadway this structure should be replaced in the near future on new alignment immediately upstream from the existing bridge, and at that time a longer center span should be used to increase the waterway. The present structure is adequate to handle any normal floods.

Upper Salt Creek Bridge No. [illegible]: This structure was also constructed in 1933 by the Bureau of Public Roads. It has a [illegible] steel pony truss with 29' poured-in-place concrete approach spans. The bridge was built on a very pronounced bend in Salt Creek and during the flood the stream cut a new channel Easterly from the bridge, leaving the bridge high and dry. I am attaching a picture indicating the existing bridge and the channel cut by the stream during the flood. To facilitate opening the highway to traffic a log bridge was constructed immediately downstream from the proposed new bridge site. The picture also indicates a log bridge just off the highway center line. This was the Pioneer bridge necessary to permit moving construction equipment to get to the Eastern end of the damaged sections, and will be removed in the very near future. It is recommended that at this site the channel change made by Salt Creek be retained and with the side slopes adequately protected by 6 to 10' of heavy riprap. The channel change should have a minimum of 100' bottom width at the bottom of the channel elevation. The above channel change will require a long span of steel across the main channel with steel anchor spans. It is proposed to remove the existing bridge and rebuild the new structure on the old highway center line. A vicinity map is now in preparation and will be in the Salem office Monday morning, January 25. Work will start immediately upon receipt of the vicinity map to the [illegible] and construction may be let as soon as possible for the bridge replacement.

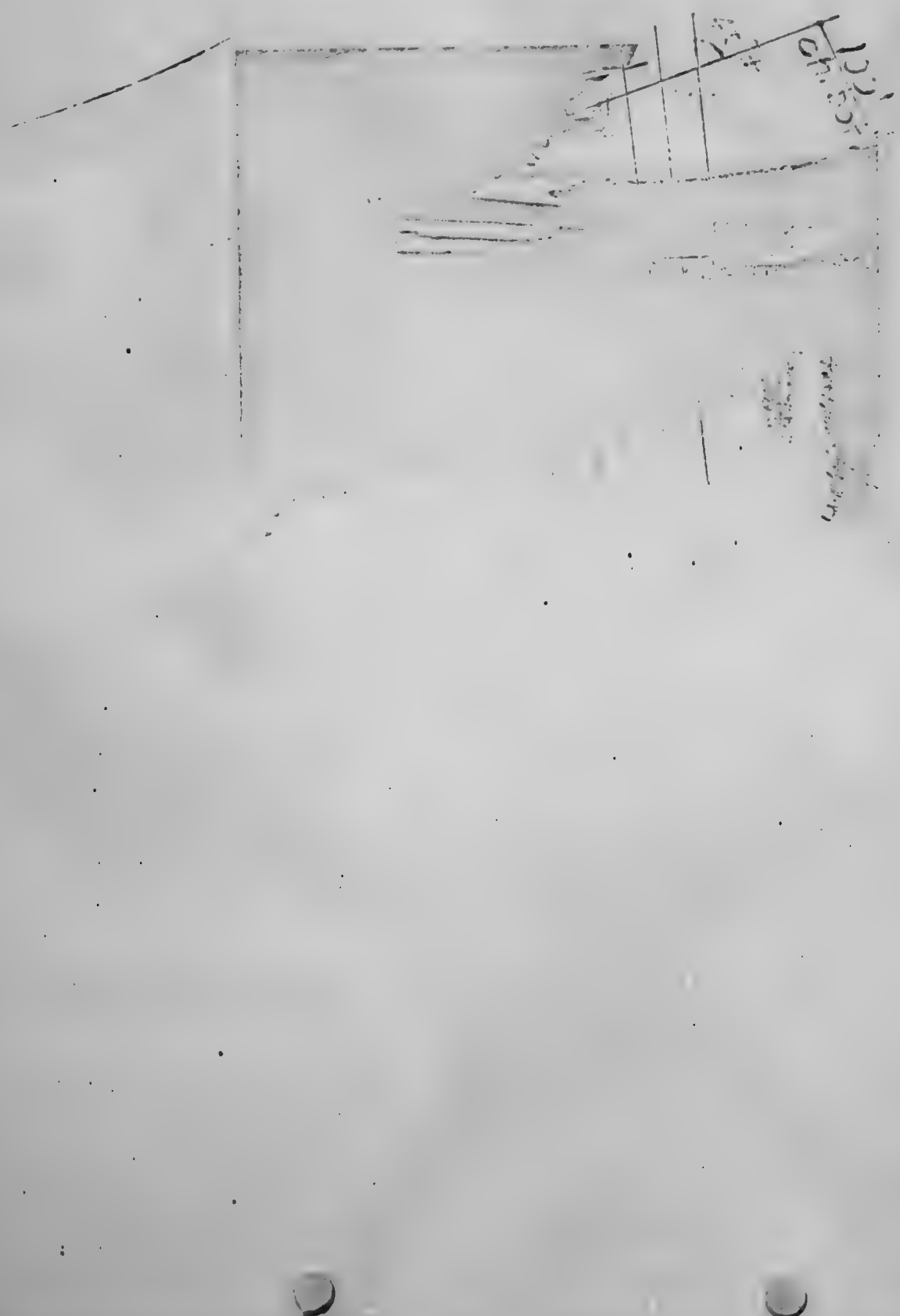
[illegible] Creek Bridge No. 31[illegible] was struck by [illegible] Bureau of Public Roads in 1[illegible]. The structure is a [illegible] reinforced concrete slab span on concrete [illegible] Roadway width 24' with one 3'6" sidewalk on [illegible] has a history of inadequacy to carry high [illegible] The flooding of Eagle Creek in [illegible] undermined the interior bents. The bents were underlined the Recently bent which has been repaired with debris [illegible] at this time to make the bridge usable. The approach roadway on each end was destroyed by Salt Creek which is immediately adjacent to the [illegible] of the South. Because of the history of inadequate waterway on this bridge it is recommended that lower in the summer during the low water period of Salt Creek. Debris immediately downstream from the present structure be cut and the present bridge removed and a single span structure on abutments be constructed using 24" pre-stressed slabs; a 50' span can be obtained which, on abutments, would greatly increase the waterway and relieve the opening from drift problems.

As mentioned above the present structure is adequate to carry traffic and no reconstruction should be started at this point until all danger of high water in Salt Creek is past. Roadway widths would be full shoulder width for Eagle Creek and 32' roadways for both Salt Creek structures when they are reconstructed.

Ivan D. Merchant
Bridge Engineer

IDM/am
Attached

cc: Mr. P. M. Stephenson (picture attached)
Mr. F. D. Morgan
Attention: Mr. John H. Weller
Mr. A. L. Rear



ER-152(1) Euchre Mt. Sec., Siletz Hwy. (Grad., Pav. & Riprap) 1965

#6560

STATE COPY

Monthly transaction number	FORM PR-2A (5-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
ER-152(1)Y-67		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County
6560 7	(PPM 21-7) 12-29-65	Lincoln
		Project number ER-152(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 3, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 404,199.

Revised Federal funds $ 256,462.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29th day of December, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By [signature]
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. ER-152(1)

FOREST BOUNDARY-SILETZ SECTION OF THE

SILETZ HIGHWAY IN LINCOLN COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices, approved State Force Orders, also quantity changes in the Euchre Mtn. Section and Siletz Slide Section based on more recent estimates.)

Salem, Oregon, December 2, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code 6202
Euchre Mtn. (Sta. 609+82, MP 17.7 to Sta. 631+62, MP 18.1) (Contract 6560)

Clearing and Grubbing	All Required		$ 6,000.00
Ditch Excavation, Unclassified	50 cu.yd.	$ 6.00	300.00
General Excavation, Unclassified	25,200 cu.yd.	0.95	23,940.00
Finishing Roadbed and Slopes	0.41 mile	1,000.00	410.00
Trench Excavation	80 cu.yd.	8.00	640.00
Watering	230 M-gal.	2.00	460.00
SS-1 Asphalt in Watering	3,000 gal.	0.35	1,050.00
Tractor with Dozer and Ripper	28 hour	24.00	672.00
Grid Roller with Tractor	100 hour	28.00	2,800.00
Furnishing Subbase	4,200 cu.yd.	2.85	11,970.00
3/4" - 0 Material in Stone Leveling Course	880 cu.yd.	4.50	3,960.00
Class "B" Asphalt Concrete	1,130 ton	12.00	13,560.00
18-inch Metal Culvert Pipe, Type "A" Coating	170 lin.ft.	7.00	1,190.00
24-inch Metal Culvert Pipe, Type "A" Coating	60 lin.ft.	8.00	480.00
Loose Riprap	18,000 cu.yd.	3.75	67,500.00
Guide Posts, W-1	30 only	8.00	240.00
Guard Rail	2,000 lin.ft.	3.00	6,000.00
			$141,172.00
Flagging (57½% of Contractor's Cost)	All Required		$ 1,200.00
	Subtotal		$142,372.00
	Engr. & Cont.		13,128.00
	Total		$155,500.00

Type Code 6202
Siletz Slide (Sta. 135+00 to Sta. 139+50) (Contract No. 6632)

Clearing and Grubbing	All Required		$ 2,500.00
Ditch Excavation, Unclassified	650 cu.yd.	$ 2.00	1,300.00
General Excavation, Unclassified	850 cu.yd.	1.00	850.00
Embankment Foundation Excavation, Unclassified	20,500 cu.yd.	1.10	22,550.00

Rock Embankment in Place	12,500 cu.yd.	$ 4.70	$ 58,750.00
Trench Excavation	210 cu.yd.	5.00	1,050.00
Special Backfill in Drains	120 cu.yd.	6.00	720.00
Watering	20 M-gal.	10.00	200.00
SS-1 Asphalt in Watering	1,300 gal.	0.30	390.00
3/4" - 0 Material in Base	290 cu.yd.	4.00	1,160.00
Stone Base	550 cu.yd.	4.00	2,200.00
Class "B" Asphalt Concrete	250 ton	13.00	3,250.00
36-inch Steel Culvert Pipe, 12 Ga., Type "C" Coated	106 lin.ft.	17.50	1,855.00
6-inch Steel Perforated Drain Pipe, 18 Ga.	840 lin.ft.	3.00	2,520.00
Guard Rail	500 lin.ft.	4.00	2,000.00
Rail End Pieces	2 only	10.00	20.00
Guide Posts, W-1	10 only	10.00	100.00
			$101,415.00
Flagging (57½% of Contractor's Cost)	All Required		$ 200.00
Tractor with Dozer	All Required		650.00
Seeding and Mulching	All Required		200.00
			$ 1,050.00
	Subtotal		$102,465.00
	Engr. & Cont.		10,246.00
	Total		$112,711.00

Type Code 6202

Skunk Cr.-Skulada Cr. (Sta. 52+00 to Sta. 64+00)(Sta. 9+20 to Sta. 15+20) (Contract No. 6727)

Clearing and Grubbing	All Required (70%)		$ 1,400.00
Ditch Excavation, Unclassified	760 cu.yd.	$ 1.90	1,444.00
General Excavation, Unclassified	57,200 cu.yd.	0.90	51,480.00
Rock Embankment	13,100 cu.yd.	1.50	19,650.00
Rock Slope Protection	1,700 cu.yd.	1.50	2,550.00
Finishing Roadbed and Slopes	All Required (70%)		630.00
Rounding Cutbanks	500 lin.ft.	0.25	125.00
Trench Excavation	620 cu.yd.	2.00	1,240.00
Special Backfill in Drains	300 cu.yd.	5.00	1,500.00
Watering	160 M-gal.	2.50	400.00
SS-1 Asphalt in Watering	580 gal.	0.50	290.00
3/4" - 0 Material in Stone Leveling Course	340 cu.yd.	4.50	1,530.00
Stone Base	2,130 cu.yd.	2.50	5,325.00
Class "B" Asphalt Concrete	380 ton	9.75	3,705.00
12-inch Culvert Pipe	160 lin.ft.	3.00	480.00
18-inch Culvert Pipe	340 lin.ft.	4.75	1,615.00
8-inch Drain Pipe	1,440 lin.ft.	1.80	2,592.00
10-inch Drain Pipe	134 lin.ft.	2.75	368.50
Guide Posts, W-1	44 only	7.60	334.40
Type 2 Fence	164 rod	10.00	1,640.00
			$ 98,298.00

Flagging (57½% of Contractor's Cost)	All Required	$ 400.00
Seeding and Mulching	All Required	700.00
Signing	All Required	140.00
Adjust Water Lines	All Required	300.00
		$ 1,540.00
Utilities		
Consumers Power Co.	All Required	$ 577.00
		$ 577.00
	Subtotal	$100,415.00
	Engr. & Cont.	10,041.00
	Total	$110,456.00

Type Code 6201
Temporary and Permanent Flood Repair (MP 6.25 - MP 26.5)

Temporary		
Negotiated equipment, labor and materials	All Required	$ 218.56
State force equipment, labor and materials	All Required	17,483.18
		$ 17,701.74
Permanent		
Approved State Force Orders		
No. 1 Raise Roadway (MP 8.0-MP 8.3)	All Required	$ 3,600.00
No. 3 Remove Logs & Debris (MP 15.1)	All Required	1,000.00
		$ 4,600.00
	Subtotal	$ 22,301.74
	Engr. & Cont.	2,230.00
	Total	$ 24,532.00

Length of Roadway - - - - 20.25 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 366.00
Euchre Mtn.	155,500.00	98,664.00	56,836.00
Siletz Slide	112,711.00	71,515.00	41,196.00
Skunk Cr.-Skulada Cr.	110,456.00	70,084.00	40,372.00
Temporary & Permanent Flood Repair	24,532.00	15,565.00	8,967.00
	$404,199.00	$256,462.00	$147,737.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 121-1077
121-1079
121-4763
121-1083
121-4463
121-4563

A Phase I Report was not submitted on this project. We used charges on the cost book to arrive at the temporary and permanent repair. D.M.S. charges are not included in this estimate.

SKUNK CR.-SKALADA CR. SECTION

PROJECT NO. ER-152(1)

Utility
Work by Consumers Power, Inc.

Materials	$ 91.00
Labor	247.00
Overhead	37.00
Clearing	33.00
Remaining Value of Present Line (Depreciated Value)	213.00
System Betterment Added Pole Life	(44.00) Cr.
Total Estimated Cost to Relocate Line	$577.00

Oregon State Highway Department

Federal Aid
Project No. ER-152(1)

FOREST BOUNDARY-SILETZ SECTION OF THE

SILETZ HIGHWAY IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 19, 1965

Type Code P.Ea

Preliminary Engineering $ 1,000.00

Type Code 6202
Euchre Mt. (Sta. 609/82. M.P. 17.7 to Sta. 631/62. M.P. 18.1)(Contract 6560)

Clearing and Grubbing	All Required		$ 6,000.00
Ditch Excavation, Unclassified	50 cu.yd.	6.00	300.00
General Excavation, Unclassified	25,200 cu.yd.	0.95	23,940.00
Finishing Roadbed and Slopes	0.41 mile	1,000.00	410.00
Trench Excavation	80 cu.yd.	8.00	640.00
Watering	230 M-gal.	2.00	460.00
SS-1 Asphalt in Watering	3,000 gal.	0.35	1,050.00
Tractor with Dozer and Ripper	28 hours	24.00	672.00
Grid Roller with Tractor	100 hours	28.00	2,800.00
Furnishing Subbase	4,200 cu.yd.	2.85	11,970.00
3/4" - 0 Material in Stone Leveling Course	880 cu.yd.	4.50	3,960.00
Class "B" Asphalt Concrete	1,130 ton	12.00	13,560.00
18-inch Metal Culvert Pipe, Type "A" Coating	170 lin.ft.	7.00	1,190.00
24-inch Metal Culvert Pipe, Type "A" Coating	60 lin.ft.	8.00	480.00
Loose Riprap	15,600 cu.yd.	3.75	58,500.00
Guide Posts, W-1	30 only	8.00	240.00
Guard Rail	2,000 lin.ft.	3.00	6,000.00
			$132,172.00
Flagging (57½ of Contractor's Cost)	All Required		1,200.00
	Subtotal		$133,372.00
	10% Engr. and Cont.		13,337.00
	Total		$146,709.00

Type Code 6202
Silets Slide (Sta. 135/00 to Sta. 139/50)(Contract No. 6632)

Clearing and Grubbing	All Required		$ 2,500.00
Ditch Excavation, Unclassified	650 cu.yd.	2.00	1,300.00
General Excavation, Unclassified	850 cu.yd.	1.00	850.00

Embankment Foundation Excavation, Unclassified	20,500 cu.yd.	1.10	$22,550.00
Rock Embankment in Place	11,900 cu.yd.	4.70	55,930.00
Trench Excavation	210 cu.yd.	5.00	1,050.00
Special Backfill in Drains	120 cu.yd.	6.00	720.00
Watering	20 M-gal.	10.00	200.00
SS-1 Asphalt in Watering	1,300 gal.	0.30	390.00
3/4" - 0 Material in Base	290 cu.yd.	4.00	1,160.00
Stone Base	550 cu.yd.	4.00	2,200.00
Class "B" Asphalt Concrete	250 ton	13.00	3,250.00
36-inch Steel Culvert Pipe 12 gage, Type "C" Coated	106 lin.ft.	17.50	1,855.00
6-inch Steel Perforated Drain Pipe, 18 gage	840 lin.ft.	3.00	2,520.00
Guard Rail	500 lin.ft.	4.00	2,000.00
Rail End Pieces	2 only	10.00	20.00
Guide Posts, W-1	10 only	10.00	100.00
			$ 98,595.00
Flagging (57½ of Contractor's Cost)	All Required		$ 200.00
Tractor with Dozer	All Required		650.00
Seeding and Mulching	All Required		200.00
			$ 1,050.00
	Subtotal		$ 99,645.00
	10% Engr. and Cont.		9,964.00
	Total		$109,609.00

Type Code 6202
Skunk Cr.-Skalada Cr. (Sta. 52+00 to Sta. 64+00)(Sta. 9+20 to Sta. 15+20)

Clearing and Grubbing	All Required (70%)		$ 4,900.00
Ditch Excavation, Unclassified	760 cu.yd.	2.50	1,900.00
General Excavation, Unclassified	57,200 cu.yd.	0.65	37,180.00
Rock Embankment	13,100 cu.yd.	1.75	22,925.00
Rock Slope Protection	1,700 cu.yd.	3.50	5,950.00
Finishing Roadbed and Slopes	All Required (70%)		420.00
Rounding Cutbanks	500 lin.ft.	0.30	150.00
Trench Excavation	620 cu.yd.	3.00	1,860.00
Special Backfill in Drains	300 cu.yd.	8.00	2,400.00
Watering	160 M-gal.	4.00	640.00
SS-1 Asphalt in Watering	580 gal.	0.50	290.00
3/4" - 0 Material in Stone Leveling Course	340 cu.yd.	5.50	1,870.00
Stone Base	2,130 cu.yd.	3.50	7,455.00
Class "B" Asphalt Concrete	380 ton	15.00	5,700.00
12-inch Culvert Pipe	160 lin.ft.	4.00	640.00
18-inch Culvert Pipe	340 lin.ft.	6.00	2,040.00

8-inch Drain Pipe	1,440 lin.ft.	2.50	$ 3,600.00
10-inch Drain Pipe	134 lin.ft.	3.25	435.50
Guide Post, W-1	44 only	8.00	352.00
Type 2 Fence	164 rod	12.00	1,968.00
			$102,675.50
Flagging (57½% of Contractor's Cost)	All Required		$ 400.00
Seeding and Mulching	All Required		700.00
Signing	All Required		140.00
Adjust Water Lines	All Required		300.00
			$ 1,540.00
Utilities			
Consumers Power Co.	All Required		$ 300.00 Est in no billing
Lincoln-Tillamook Telephone	All Required		200.00
	Subtotal		$104,715.50
	10% Engr. and Cont.		10,471.50
	Total		$115,187.00

Length of Eucher Mtn. . . . . 0.413 mile
Cost of Roadway Per Mile $355,227.60
Length of Siletz Slide . . . . . 0.085 mile
Cost of Roadway Per Mile $1,289,517.65
Length of Skunk Cr.-Skalada Cr. . . . 0.341 mile
Cost of Roadway Per Mile $337,791.78

Type Code 6201
Approved State Force Orders

No. 1 Raise Roadway (M.P. 8.0 to 8.3)	All Required	$ 3,600.00
No. 3 Remove Logs & Debris (M.P. 15.1)	All Required	1,000.00
	Subtotal	$4,600.00
	10% Engr. and Cont.	460.00
	Total	$5,060.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	1,000.00	634.00	366.00
Eucher Mtn.	146,709.00	93,086.00	53,623.00
Siletz Slide	109,609.00	69,546.00	40,063.00
Skunk Cr.-Skalada Cr.	115,187.00	73,064.00	42,123.00
Approved State Force Orders	5,060.00	3,210.00	1,850.00
	$377,565.00	$239,540.00	$138,025.00

Retained in Authorized Fund Status

Temporary and Permanent Repair Not Covered By This Estimate	$ 19,335.00	$12,200.00	$ 7,135.00
	$396,900.00	$251,740.00	$145,160.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Const.: Chap. 529, Laws 1939.

Prefix: 121-1077
121-1079
121-4763

REVISION

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
9-47

PROJECT REPORT NO.
ER-15.2(1)
3
6560

FORM PR-2 (REV. 3-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-3-65

STATE: Oregon

COUNTY: Lincoln

PROJECT NO.: ER-152(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Forest Boundary-Siletz Section of the Siletz Highway in Lincoln County.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	3-10-65	0.498
RIGHTS-OF-WAY		
CONSTRUCTION	3-15-65 6-7-65	0.498
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 262,378.00	$ 166,476.00

Pro Rata 63.457

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Labone

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

L. R. Backlund

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer September 3, 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

AGREEMENT PROVISIONS

By _____

_____ (Title)

By _____

_____ (Title)

(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer September 3, 1965

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

NONDISCRIMINATION PROVISION

13. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the President's Committee on Equal Employment Opportunity, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(1) The contractor will not discriminate against any employee or applicant for employment because of race, creed, color or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, creed, color or national origin. Such action shall include, but not be limited to the following:

NONDISCRIMINATION PROVISION (Continued)

Employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color or national origin.

(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representative of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(4) The contractor will comply with all provisions of Executive Order No. 10925 of March 6, 1961, as amended by Executive Order 11114 of June 22, 1963, and of the rules, regulations and relevant orders of the President's Committee on Equal Employment Opportunity created thereby.

(5) The contractor will furnish all information and reports required by Executive Order 10925 of March 6, 1961, as amended by Executive Order No. 11114 of June 22, 1963, and by the rules, regulations and orders of the said Committee, or pursuant thereto, and will permit access to his books, records and accounts by the Bureau of Public Roads and the Committee for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(6) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations or orders, this contract may be cancelled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order No. 10925 of March 6, 1961, as amended by Executive Order 11114 of June 22, 1963, and such other sanctions may be imposed and remedies invoked as provided in the said Executive Order or by rule, regulation or order of the President's Committee on Equal Employment Opportunity, or as otherwise provided by law.

(7) The contractor will include the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations or orders of the President's Committee on Equal Employment Opportunity issued pursuant to section 303 of Executive Order 10925 of March 6, 1961, as amended by Executive Order 11114 of June 22, 1963, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the Bureau of Public Roads may direct as a means of enforcing such provisions, including sanctions for noncompliance: **Provided, however,** that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause in any federally assisted construction work which it performs itself other than through the permanent work force directly employed by an agency of Government.

The State highway department agrees that it will cooperate actively with the Bureau of Public Roads and the President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations and relevant orders of the Committee, that it will furnish the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, and that it will otherwise assist the Bureau of Public Roads in the discharge of the Bureau's primary responsibility for securing compliance. The State highway department further agrees that it will refrain from entering into any contract or contract modification subject to Executive Order 11114 with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to Part III, Subpart D of Executive Order 10925 and will carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Bureau of Public Roads or the Committee pursuant to Part III, Subpart D of Executive Order 10925. In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this grant (contract, loan, insurance, guarantee), may refrain from extending any further assistance under any of its programs subject to Executive Order 11114 until satisfactory assurance of future compliance has been received from such State highway department, or may refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

14.

Oregon State Highway Department

Federal-Aid
Project No. BR-152(1)

FOREST BOUNDARY-SILETZ SECTION OF THE

SILETZ HIGHWAY IN LINCOLN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 10, 1965

Type Code P.E.

Preliminary Engineering			$ 1,000.00

Type Code 6202
Euchre Mt. (Sta. 609+82, M.P. 17.7 to Sta. 631+62, M.P. 18.1)(Contract 6560)

Clearing and Grubbing	All Required		$ 6,000.00
Ditch Excavation, Unclassified	50 cu.yds.	$ 6.00	300.00
General Excavation, Unclassified	25,200 cu.yds.	0.95	23,940.00
Finishing Roadbed and Slopes	0.41 mile	1,000.00	410.00
Trench Excavation	80 cu.yds.	8.00	640.00
Watering	230 M-gal.	2.00	460.00
SS-1 Asphalt in Watering	3,000 gal.	0.35	1,050.00
Tractor with Dozer and Ripper	28 hr.	24.00	672.00
Grid Roller with Tractor	100 hr.	28.00	2,800.00
Furnishing Subbase	4,200 cu.yds.	2.85	11,970.00
3/4" - 0 Material in Stone Leveling Course	880 cu.yds.	4.50	3,960.00
Class "B" Asphalt Concrete	1,130 ton	12.00	13,560.00
18-inch Metal Culvert Pipe, Type "A" Coating	170 lin.ft.	7.00	1,190.00
24-inch Metal Culvert Pipe, Type "A" Coating	60 lin.ft.	8.00	480.00
Loose Riprap	15,600 cu.yds.	3.75	58,500.00
Guide Posts, W-1	30 only	8.00	240.00
Guard Rail	2,000 lin.ft.	3.00	6,000.00
			$132,172.00
Flagging (57½ of contractor's cost)	All Required		1,200.00
Subtotal			$133,372.00
10% Engr. & Cont.			13,337.00
Total			$146,709.00

Type Code 6202
Siletz Slide (Sta. 135+00 to Sta. 139+50)(Contract No. 6632)

Clearing and Grubbing	All Required		$ 2,500.00
Ditch Excavation, Unclassified	650 cu.yds.	$ 2.00	1,300.00
General Excavation, Unclassified	850 cu.yds.	1.00	850.00

Embankment Foundation Excavation, Unclassified	20,500 cu.yds.	$ 1.10	$ 22,550.00
Rock Embankment in Place	11,900 cu.yds.	4.70	55,930.00
Trench Excavation	210 cu.yds.	5.00	1,050.00
Special Backfill in Drains	120 cu.yds.	6.00	720.00
Watering	20 M-gal.	10.00	200.00
SS-1 Asphalt in Watering	1,300 gal.	0.30	390.00
3/4" - 0 Material in Base	290 cu.yds.	4.00	1,160.00
Stone Base	550 cu.yds.	4.00	2,200.00
Class "B" Asphalt Concrete	250 ton	13.00	3,250.00
36-inch Steel Culvert Pipe, 12 Ga., Type "C" Coated	106 lin.ft.	17.50	1,855.00
6-inch Steel Perforated Drain Pipe, 18 Ga.	840 lin.ft.	3.00	2,520.00
Guard Rail	500 lin.ft.	4.00	2,000.00
Rail End Pieces	2 only	10.00	20.00
Guide Posts, W-1	10 only	10.00	100.00
			$ 98,595.00
Flagging (57½% of contractor's cost)	All Required		200.00
Tractor with Dozer	All Required		650.00
Seeding and Mulching	All Required		200.00
			$ 1,050.00
		Subtotal	$ 99,645.00
		10% Engr. & Cont.	9,964.00
		Total	$109,609.00

Length of Euchre Mt. 0.413 mile
Cost of Roadway per mile $355,227.60
Length of Silsta Slide 0.085 mile
Cost of Roadway per mile $1,289,517.65

Type Code 6201
Approved State Force Orders

No. 1 Raise Roadway (M.P. 8.0 to 8.3)	All Required		$ 3,600.00
No. 3 Remove Logs & Debris (M.P. 15.1)	All Required		1,000.00
		Subtotal	$ 4,600.00
		10% Engr. & Cont.	460.00
		Total	$ 5,060.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 366.00
Contract No. 6560	146,709.00	93,086.00	53,623.00
Contract No. 6632	109,609.00	69,546.00	40,063.00
Approved State Force Orders	5,060.00	3,210.00	1,850.00
Subtotal	$262,378.00	$166,476.00	$ 95,902.00
Retained in authorized fund status			
Temporary and permanent work not covered in this estimate	134,422.00	85,264.00	49,158.00
Total	$396,800.00	$251,740.00	$145,060.00

State Funds for Const.: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 121-1077
121-1079
121-4763

Oregon State Highway Department

Federal-Aid
Project No. ER-152(1)

BUCKEYE MTN. BELT (FOREST BOUNDARY-SILETZ)

SECTION) ON THE SILETZ HIGHWAY IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 11, 1965

Type Code P.E.
Preliminary Engineering — $ 1,000.00

Type Code 6202
Roadway (Sta. 609+82, MP 17.7 to Sta. 631+62, MP 18.1)

Clearing and Grubbing	All Required			$ 2,000.00
Ditch Excavation, Unclassified	50	cu.yds.	$ 5.00	250.00
General Excavation, Unclassified	25,200	cu.yds.	1.50	37,800.00
Finishing Roadbed and Slopes	0.41	mile	1,200.00	492.00
Trench Excavation	80	cu.yds.	5.00	400.00
Watering	230	M-gals.	3.00	690.00
SS-1 Asphalt in Watering	3,000	Gals.	0.35	1,050.00
Tractor with Dozer and Ripper	28	hours	40.00	1,120.00
Grid Roller with Tractor	100	hours	30.00	3,000.00
Furnishing Subbase	4,200	cu.yds.	3.00	12,600.00
3/4" - 0 Material in Stone Leveling Course	880	cu.yds.	6.00	5,280.00
Class "B" Asphalt Concrete	1,130	tons	12.00	13,560.00
18" Metal Culvert Pipe, Type "A" Coating	170	lin.ft.	6.00	1,020.00
24" Metal Culvert Pipe, Type "A" Coating	60	lin.ft.	10.00	600.00
Loose Riprap	15,600	cu.yds.	3.00	46,800.00
Guide Posts, W-1	30	only	8.00	240.00
Guard Rail	2,000	lin.ft.	3.00	6,000.00
				$132,902.00
Flagging (57½% of Contractor's Cost)	All Required			1,200.00
		Subtotal		$134,102.00
		10% Engr. & Cont.		13,410.00
		Total		$147,512.00

Length of Roadway - - - - - - - - - - - - - - 0.413 mile
Cost of Roadway per mile - - - - - - - - - - $357,171.91

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 50.00	$ 950.00
Roadway	147,512.00	7,300.00	140,212.00
	$148,512.00	$7,350.00	$141,162.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
All work contained in Item 94 not covered by this contract and preliminary engineering.	$151,488.00	$7,650.00	$143,838.00

Oregon State Highway Department

Federal-Aid
Project No. SR-152(1)

FOREST BOUNDARY-SILETZ SECTION OF THE

SILETZ HIGHWAY IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 2, 1965

Type Code P.E.

Preliminary Engineering	$ 1,000.00

Type Code 6202
Euchre Mt. (Sta. 609+82, MP 17.7 to Sta. 631+62, MP 18.1)(Contract 6560)

Clearing and Grubbing	All Required		$ 6,000.00
Ditch Excavation, Unclassified	50 cu.yd.	$ 6.00	300.00
General Excavation, Unclassified	25,200 cu.yd.	0.95	23,940.00
Finishing Roadbed and Slopes	0.41 mile	1,000.00	410.00
Trench Excavation	80 cu.yd.	8.00	640.00
Watering	230 M-gal.	2.00	460.00
SS-1 Asphalt in Watering	3,000 gal.	0.35	1,050.00
Tractor with Dozer and Ripper	28 hour	24.00	672.00
Grid Roller with Tractor	100 hour	28.00	2,800.00
Furnishing Subbase	4,200 cu.yd.	2.85	11,970.00
3/4" - 0 Material in Stone Leveling Course	880 cu.yd.	4.50	3,960.00
Class "B" Asphalt Concrete	1,130 ton	12.00	13,560.00
18-inch Metal Culvert Pipe, Type "A" Coating	170 lin.ft.	7.00	1,190.00
24-inch Metal Culvert Pipe, Type "A" Coating	60 lin.ft.	8.00	480.00
Loose Riprap	15,600 cu.yd.	3.75	58,500.00
Guide Posts, W-1	30 only	8.00	240.00
Guard Rail	2,000 lin.ft.	3.00	6,000.00
			$132,172.00
Flagging (57½% of Contractor's Cost)	All Required		$ 1,200.00
	Subtotal		$133,372.00
	10% Engr. & Cont.		13,372.00
	Total		$146,744.00

Type Code 6202
Siletz Slide (Sta. 135+00 to Sta. 139+50)

Clearing and Grubbing	All Required		$ 1,500.00
Ditch Excavation, Unclassified	650 cu.yd.	$ 2.00	1,300.00
General Excavation, Unclassified	850 cu.yd.	1.25	1,062.50
Embankment Foundation Excavation, Unclassified	20,500 cu.yd.	1.25	25,625.00

Rock Embankment in Place	11,900	cu.yd.	$ 4.50	$ 53,550.00
Trench Excavation	210	cu.yd.	3.50	735.00
Special Backfill in Drains	120	cu.yd.	8.00	960.00
Watering	20	M-gal.	5.00	100.00
SS-1 Asphalt in Watering	1,300	gal.	0.50	650.00
3/4" - 0 Material in Base	290	cu.yd.	5.50	1,595.00
Store Base	550	cu.yd.	5.00	2,750.00
Class "B" Asphalt Concrete	250	ton	14.00	3,500.00
36-inch Steel Culvert Pipe, 12 Ga., Type "C" Coated	106	lin.ft.	16.00	1,696.00
6-inch Steel Perforated Drain Pipe, 18 Ga.	840	lin.ft.	2.25	1,890.00
Guard Rail	500	lin.ft.	3.00	1,500.00
Rail End Pieces	2	only	5.00	10.00
Guide Posts, W-1	10	only	9.00	90.00
				$ 98,513.50
Flagging (57½% of Contractor's Cost)	All Required			$ 200.00
Tractor with Dozer	All Required			650.00
Seeding and Mulching	All Required			200.00
				$ 1,050.00
	Subtotal			$ 99,563.50
	10% Engr. & Cont.			9,955.50
	Total			$109,519.00

Length of Euchre Mt. - - - - - 0.413 Mile
Cost of Roadway Per Mile - - $355,312.34
Length of Siletz Slide - - - 0.085 Mile
Cost of Roadway Per Mile - - $1,288,458.80

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 50.00	$ 950.00
Euchre Mt. Section	146,744.00	7,400.00	139,344.00
Siletz Slide Section	109,519.00	5,350.00	104,169.00
	$257,263.00	$12,800.00	$244,463.00

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
All Work Contained in Item 94 not Covered by These Two Contracts and Preliminary Engineering	$ 42,737.00	$ 2,200.00	$ 40,537.00

ER-152(1)

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 22, 1965

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Pronect ER-152(1)
Forest Boundary - Siletz Section
Siletz Highway
Emergency Repairs

We hereby concur in the use of State Force Account procedures as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. State Force account procedures on a portion of the work also are approved. Use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's December 2, 1965 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 20.25 (intermittent) miles of roadway at a total estimated cost of $19,472.00. Estimated emergency fund participation is to be (at the regular pro rata share), or $12,354.00.

A finding regarding nonincidental permanent repairs on the project by State Forces was previously transmitted on May 4, and May 26, 1965. We concurred in the contract awards for Euchre Mtn. Section, Siletz Slide Correction, and Skunk Cr. - Skalada Cr. Section on March 30, July 6, and October 19, 1965 respectively.

Enclosures

REFERRED TO
w/encls.
By Asst. State Hwy. Engr.
12-22-65

RECEIVED
DEC 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Oregon State Highway Department

[illegible]

[illegible]

(Estimate on a basis for modified-bid [illegible] Proj., approved State Force Order, also [illegible] Section and Block Side Section based on more recent estimates.)

Salem, Oregon, December 2, 1940

Proj. S.P. [illegible]

Preliminary Engineering	All Required		$ 1,000.00

Proj. S.P. [illegible]
Multnomah (Sta. 638+24, 32' W.7 to Sta. 701+16, 32' W.) (Contract No. [illegible]) ER-152(1)

Clearing and Grubbing	All Required		[illegible]
Ditch Excavation, Unclassified	50 cu.yd.	$ 0.60	30.00
Roads Excavation, Unclassified	25,200 cu.yd.	0.35	43,920.00
Finishing Graded and Slopes	3.41 miles	1,000.00	420.00
Trench Excavation	60 cu.yd.	3.00	180.00
Curbing	250 lin.ft.	2.00	500.00
20-K Asphalt in Watering	3,000 gal.	0.35	1,050.00
Dr ditch with Dozer and Ripper	48 hours	24.00	672.00
Road Roller with Tractor	100 hour	28.00	2,800.00
Furnishing Subbase	4,200 cu.yd.	2.65	11,970.00
3/4" - 0 Material in Stone Leveling Course	830 cu.yd.	4.50	3,720.00
Class "B" Asphaltic Concrete	1,130 ton	12.00	13,560.00
15-inch Metal Culvert Pipe, Type "A" Coating	170 lin.ft.	7.00	1,190.00
24-inch Metal Culvert Pipe, Type "A" Coating	60 lin.ft.	8.00	480.00
Loose Riprap	13,000 cu.yd.	3.75	67,500.00
Guide Posts, W-1	30 only	8.00	240.00
Guard Rail	2,000 lin.ft.	3.00	[illegible]
			$141,174.00
Flagging (5% of Contractor's Cost)	All Required		$ 1,200.00
	Subtotal		$142,374.00
	Engr. & Cont.		13,127.00
	Total		$155,500.00

Proj. S.P. [illegible]
[illegible] (Sta. 1254+00 to Sta. 1304+50) (Contract No. [illegible]) ER-152(1)

Clearing and Grubbing	All Required		$ 2,500.00
Ditch Excavation, Unclassified	650 cu.yds.	$ 2.00	1,300.00
Roads Excavation, Unclassified	850 cu.yd.	1.00	850.00
Embankment Foundation Excavation, Unclassified	20,500 cu.yd.	1.10	22,550.00

Oregon State Highway Department

Remove Asphaltic Concrete in Place	[illegible]		
Trench Excavation	[illegible]		
Special Backfill in Drains	[illegible]		
Watering	[illegible]	[illegible]	
MC-1 Asphalt in Watering	1,200 gal.	0.30	[illegible]
3/4" - 0 Material in Base	490 cu.yd.	4.00	1,[illegible]
Stone Base	920 cu.yd.	4.00	[illegible]
Class "B" Asphaltic Concrete	490 ton	13.00	3,[illegible]
36-inch Steel Culvert Pipe, 12 Ga., Type "C" Corr.	100 lin.ft.	17.50	1,750.00
6-inch Steel Perforated Drain Pipe, 12 Ga.	340 lin.ft.	3.00	2,940.00
Guard Rail	500 lin.ft.	4.00	2,000.00
Rail End Pieces	4 only	10.00	40.00
Guide Posts, M-1	10 only	10.00	[illegible]
			[illegible]
Planting (5% of Contractor's Cost)	All Required		$ 200.00
Fencing	All Required		850.00
Seeding and Mulching	All Required		[illegible]
			$ 1,050.00
	Subtotal		$102,425.00
	Engr. & Cont.		[illegible]
	Total		$112,711.00

Item Over (Under)
Main Line - 1 Cr. (Sta. 9+00 to Sta. 64+00) (Sta. 9+20 to Sta. 15+80)
(Contract No. 1140)

Clearing and Grubbing	All Required (70%)		$ 1,400.00
Ditch Excavation, Unclassified	700 cu.yd.	$ 1.50	1,[illegible]
General Excavation, Unclassified	37,[illegible] cu.yd.	0.90	$1,[illegible]
Rock Excavation	13,100 cu.yd.	1.50	1y,650.00
Rock Slope Protection	1,700 cu.yd.	1.50	2,[illegible]
Finishing Roadbed and Slopes	All Required (70%)		[illegible]
Concrete Curbing	300 lin.ft.	0.45	[illegible]
Trench Excavation	620 cu.yd.	2.00	1,240.00
Special Backfill in Drains	300 cu.yd.	5.00	1,500.00
Watering	140 M-gal.	2.50	[illegible]
MC-1 Asphalt in Watering	500 Gal.	0.50	[illegible]
3/4" - 0 Material in Stone Leveling Course	340 cu.yd.	4.50	1,530.00
Stone Base	2,130 cu.yd.	2.50	5,[illegible]
Class "B" Asphaltic Concrete	380 ton	9.75	3,[illegible]
12-inch Culvert Pipe	130 lin.ft.	3.00	[illegible]
15-inch Culvert Pipe	340 lin.ft.	4.75	1,[illegible]
6-inch Drain Pipe	1,[illegible] lin.ft.	1.00	2,[illegible]
10-inch Drain Pipe	134 lin.ft.	2.75	[illegible]
Guide Posts, M-1	44 only	7.00	[illegible]
Type 4 Fence	114 rod	10.00	1,[illegible]
			$ [illegible]

Oregon State Highway Department		
21 Spans (97 ft. of Connecticut's Cost) Shoring and Bulkheading Erection, Adjust Water Lines	All Required	[illegible]
Bulkheads		
Connecticut Power Co.	All Required	[illegible] $ 247.00
	Subtotal	$100,715.00
	Engr. & Cont.	10,715.00
	Total	$111,430.00
Item Code 6501		
Removal of Pavement Fixed for Ir (MP 4.0 - MP 24.5)		
Item No. 27		
Vegetation equipment, labor and materials	All Required	$ 211.25
State force equipment, labor and materials	All Required	17,433.19
		$ 17,701.74
Item Unit		
Approved State Force Orders		
No. 1 Raise Roadway (MP 8.0-MP 8.3)	All Required	$ 3,000.00
No. 3 Remove Logs & Debris (MP 15.1)	All Required	1,000.00
		$ 4,000.00
	Subtotal	$ 44,301.74
	Engr. & Cont.	4,430.00
	Total	$ 24,532.00

Length of Roadway - - - - 20.25 Miles (Intermittent)

SUMMARY OF FUNDS

Project	% Total Cost	Fed. Funds	State Funds
Preparation of Engineering	$ 1,000.00	$ 684.00	$ 316.00
Bridge No.	159,000.00	98,064.00	60,936.00
Slide Slide	112,711.00	71,515.00	41,196.00
Creek Cr.-Child Cr.	110,444.00	70,072.00	40,372.00
Temporary & Permanent Flood Repair	21,023.00	16,515.00	4,514.00
	$404,177.00	$256,842.00	$147,737.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 349, Laws 1939.
State Funds for Maint.: Chap. 349, Laws 1939.

Oregon State Highway Department

Project: L41-1077
L41-1079
L41-4713
L41-1083
L41-4483
L41-4563

A Phase I Report was not submitted on this project. No used charges on the cost book to arrive at the temporary and permanent repair. D.M.S. charges are not included in this estimate.

[illegible]

PROJECT NO. [illegible](1)

Utility
Black Hawk Communications Power, Inc.

Materials	$ 91.00
Labor	247.00
Overhead	37.00
Clearing	33.00
Remaining Value of Present Line (Depreciated Value)	213.00
System Betterment Added Pole Life	(44.00) Cr.
Total Estimated Cost to Relocate Line	$577.00

RECEIVED
SEP 14 1965
FOR FILING
ER-152(1)
6560

September 14, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On August 2, 1965, we wrote to you concerning release of final payment on Contract No. 6560 awarded to Road and Driveway Company and Lewis S. Pickens for grading and paving the Euchre Mountain Section of the Siletz Highway in Lincoln County.

Final payment on this contract is $4,220.85 and the total contract amount is $143,899.12 including $2,867.90 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Road and Driveway Company
and Lewis S. Pickens
P. O. Box 128
Newport, Oregon

C. H. Maison
Attn: John Herr

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Euchre Mountain	WEEK ENDING: August 27, 1965	
	SECTION PREFIX: 121-1077	
HIGHWAY: Siletz	COUNTY: Lincoln	
NAME OF JOB: Euchre Mountain Sec ion	KIND OF WORK: Grading & Paving	
CONTRACTOR: Road & Driveway, Co., Inc.	CONTRACT NUMBER: ~~6569~~ 6560	FEDERAL AID PROJECT NUMBER: ER-152(1)
DATE OF CONTRACT: March 30, 1965	DATE WORK STARTED: April 3, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $150,043.50	SPECIFIED COMPLETION DATE: July 1, 1965	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $139,373.74	ENGINEERING AUTHORIZATION: $10,669.76	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $144,198.32	ENGINEERING COST TO DATE: $10,589.45	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 3.2 %	PERCENT OF AUTHORIZATION: 99 %	DATE PROJECT WAS COMPLETED: June 30, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Rip Rap	
100	100	100	100	100		100	

	GRADING	SURFACING	MAINTENANCE ~~EXPENDITURES~~ Rip Rap	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.41	0.41			0.41
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.41	0.41			0.41
TOTAL ESTIMATED QUANTITIES (CONTRACT)	25,200.00	5,080	15,600		1,130.00
TOTAL QUANTITIES CORRECTED TO DATE	22,885.60	4,834	18,617.1		1,032.50
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	22,885.60	4,834	18,617.1		1,032.50
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Partly Cloudy			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	" "			
FRIDAY	" "			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

All work on this project has been completed and the Semi-final Estimate was turned in to Salem on August 23, 1965.

This is the last weekly report on this project.

SIGNED [signature] LOCATION Newport, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JUL 30 1965
FOR FILING

EK-152(1)

6560

A

July 30, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed June 30, 1965, on Contract No. 6560. The contract was with Hood and Driveway Company and Lewis S. Pickens and was for grading and paving on the Ashare Mountain section of the Siletz Highway in Lincoln County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective July 30, 1965, and that you concur in this procedure at the Commission meeting on August 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

E. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

Form S-370—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 10 1965 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Euchre Mountain Date June 14, 1965

Highway Siletz Contract No. 6560

County Lincoln Prefix 121-1077

Contractor Road & Driveway Co. and Lewis S. Pickens F. A. Project No. ER-152(1)

Address Box 128, Newport, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove slide material from pocket slide in slope which cannot be removed with conventional grading equipment. Remove material from slope, outside limits of excavation for this project, which is loose and is a potential slide threat.

Location by station numbers:

622+00 and 626+00 Lt.

Estimate of quantities and cost:

Labor	$ 333.00
Equipment Rental	667.00
Total	$1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is not of the same character as regular grading work and requires the contractor to bring equipment to the project which was not originally anticipated. When material is brought down to a level where it can be removed by his grading equipment, it will be removed at unit bid price. Labor to be current union scale and equipment rental to be A.G.C. rental rates. Contractor to receive 15% on labor and equipment.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 150,043.50
Present estimate of project cost, including $ 1,000.00 for work under this order	$ 150,043.50
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.00

Space to right of this line for Salem office

Submitted by: /s/ Wendell E. Schwartz, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer Asst. Division Engineer

Approved /s/ L. H. Young, Chief Engineer, Assistant State Highway Engineer, Office Engineer.

State Printing

okay by Young 7-1-65

RECEIVED
MAY 14 1965
FOR FILING

16

May 13, 1965

Mr. Fred McHenry
Attorney at Law
337 South Fourth Street
Post Office Box 866
Corvallis, Oregon 97330

Dear Mr. McHenry:

As requested in your letter of April 16 directed to the State Highway Commission, Mr. Raymond Marr was contacted on April 23 by our Mr. Groves. At this time the scope of our repair work on the northerly side of the Siletz River on the Eastern Mountain Section of the Siletz River was discussed, along with the possibility of this work contributing to erosion on the Marr property across the river.

The floods of Christmas week, 1964, and January, 1965, caused extensive damage on both sides of the Siletz River at this location. The highway was reduced to a single lane. The work undertaken to restore two-way traffic consists, in part, of simply replacing materials taken out by the flood. While some filling into the river is involved, this has been held to a minimum, and, due to location in the river flow, should not cause any more erosion on the Marr property than presently exists.

With Mr. Marr's permission, a base line has been established on their side of the river from which measurements were made of existing damage. Measurements of future damages can also be made from this line. The area has also been photographed to aid in determining any future damage.

We believe Mr. Marr was satisfied with the explanation given him.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

GLD:bjm srb

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. R. D. Asburry
Mr. W. E. Schmarts

FORM E-20 50M 3-65 SP*6470-794

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1965

To: Mr. Victor D. Wolfe
Administrative Assistant

BUILDING

SUBJECT: (Assignment: FBK-16)
Letter from Fred McHenry regarding
Marr property on south side of river
opposite Euchre Mtn. Section
Siletz Highway
Contract No. 6560

Attached are the following on the subject assignment:

1. Letter of explanation from Wimer.
2. Letter of explanation from Schwartz.
3. 1 page photographs (12).
4. Suggested rough draft of reply to McHenry.

NOTED
F. B. KLABOE

F. D. Morgan
Construction Engineer

By G. L. Decker

G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachments

cc: F. B. Klaboe

RECEIVED
MAY 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 80M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAY - 7 1965
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Newport, Oregon
May 5, 1965

SUBJECT: Marr Complaint
Euchre Mountain Section
Siletz Highway
Contract #6560

To:

Mr. G. W. Wimer
Ass't Division Engineer
Salem

With regard to Mr. Raymond Marr's complaint that we are narrowing the river at the site of the above mentioned highway contract; he is correct. I am submitting with this report two typical cross-sections of our roadbed at the points of maximum encroachment into the river. We were aware of this and the possibility of repercussions at the time the location survey was made and so noted in our "Location Survey Report" for the L^2 line. However, it was our contention then, and it still is, that since our work was on the outside of the river bend and the current was on our side it is not likely that narrowing the riverbed to the extent we have will materially affect Mr. Marr's property.

As to what we have done to protect ourselves; a series of pictures were taken by Howard Johnson at the time of the January 28th flood which clearly show the condition of the river bank on the Marr's side of the river. These pictures should be in your hands by now. We are also taking pictures of the construction work as it progresses in an attempt to show our encroachment into the river. We have established a base line on Marr's property, with his permission, from which we have cross-sectioned his bank of the river every 50-feet. These sections will be available in the event of future difficulty.

Personally, I have not been able to contact Mr. Marr since he does not live on this property, although I have made several attempts. My inspector, Buck Groves, did see him on the job on April 23, 1965 and informed him of our attitude regarding the encroachment into the river as I have stated in the first paragraph. It was also through Groves that we received permission to enter the Marr property and cross-section the river bank. Mr. Marr appeared to be anxious to cooperate, he even loaned us his boat to transport the survey crew across the river since there is no bridge.

Groves told me that Mr. Marr appeared to be satisfied with his explanation of our attitude regarding this work although he is genuinely concerned about his property. If his bank does not erode any further I am reasonably sure we should hear no more from Mr. Marr.

WES

Wendell E. Schwartz
Resident Engineer
Newport, Oregon

ALL PICTURES WERE TAKEN IMMEDIATELY AFTER THE JANUARY FLOOD

SUBJECT: Slide Euchre Mtn
M.P. 18.00
Siletz Hwy

1.
2.
3.
4.
5.
6.
7.

1. Showing slide on highway side of the river.
2. Showing damage to the roadbed.
3. Erosion on opposite bank of Euchre Mtn.
4. Erosion on opposite bank of Euchre Mtn.
5. Showing slide on the slope on the highway side.
6. Erosion on the opposite bank of Euchre Mtn.
7. Showing slide on the highway side of the river.

THESE PICTURES WERE TAKEN IN APRIL AFTER THE CONTRACTOR STARTED WORK IN THE AREA REPAIRING THE SLIDE DAMAGE.

1.
2.
3.
4.
5.

1. Erosion on the opposite bank.
2. Showing the slide area after the clearing and showing Cat pioneering roadway at the bottom of slide for rock toe placement.
3. Same
4. Same
5. Showing the slide area after the clearing.

ALL PICTURES WERE TAKEN IMMEDIATELY AFTER THE JANUARY FLOOD

SUBJECT: Slide Euchre Mtn
M.P. 18.00
Siletz Hwy

1. Showing slide on highway side of the river.
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3. Erosion on opposite bank of Euchre Mtn.
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6. Erosion on the opposite bank of Euchre Mtn.
7. Showing slide on the highway side of the river.

THESE PICTURES WERE TAKEN IN APRIL AFTER THE CONTRACTOR STARTED WORK IN THE AREA REPAIRING THE SLIDE DAMAGE.

1. Erosion on the opposite bank.
2. Showing the slide area after the clearing and showing Cat pioneering roadway at the bottom of slide for rock toe placement.
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M.P. 18.00
Siletz Hwy

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6. Erosion on the opposite bank of Euchre Mtn.
7. Showing slide on the highway side of the river.

THESE PICTURES WERE TAKEN IN APRIL AFTER THE CONTRACTOR STARTED WORK IN THE AREA REPAIRING THE SLIDE DAMAGE.

1. Erosion on the opposite bank.
2. Showing the slide area after the clearing and showing Cat pioneering roadway at the bottom of slide for rock toe placement.
3. Same
4. Same
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THESE PICTURES WERE TAKEN IN APRIL AFTER THE JANUARY FLOOD

SUBJECT: Slide Euchre Mtn
M.P. 18.00
Siletz Hwy

1. Showing slide on highway side of the river.
2. Showing damage to the roadbed.
3. Erosion on opposite bank of Euchre Mtn.
4. Erosion on opposite bank of Euchre Mtn.
5. Showing slide on the slope on the highway side.
6. Erosion on the opposite bank of Euchre Mtn.
7. Showing slide on the highway side of the river.

THESE PICTURES WERE TAKEN IN APRIL AFTER THE CONSTRUCTION CREWS HAD WORK IN THE AREA REPAIRING THE SLIDE DAMAGE.

1. Erosion on the opposite bank.
2. Showing the slide area after the clearing and showing Cat pioneering roadway at the bottom of slide for rock toe placement.
3. Same
4. Same
5. Showing the slide area after the clearing.

THESE PICTURES WERE TAKEN IMMEDIATELY AFTER THE JANUARY FLOOD

SUBJECT: Slide Euchre Mtn
M.P. 18.00
Siletz Hwy

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6. Erosion on the opposite bank of Euchre Mtn.
7. Showing slide on the highway side of the river.

THESE PICTURES WERE TAKEN IN APRIL AFTER THE CONTRACTOR STARTED WORK IN THE AREA REPAIRING THE SLIDE DAMAGE.

1. Erosion on the opposite bank.
2. Showing the slide area after the clearing and showing Cat pioneering roadway at the bottom of slide for rock toe placement.
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THESE PICTURES WERE TAKEN IMMEDIATELY AFTER THE JANUARY FLOOD

SUBJECT: Slide Euchre Mtn
M.P. 18.00
Siletz Hwy

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THESE PICTURES WERE TAKEN IN APRIL AFTER THE CONTRACTOR STARTED WORK IN THE AREA REPAIRING THE SLIDE DAMAGE.

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4. Same
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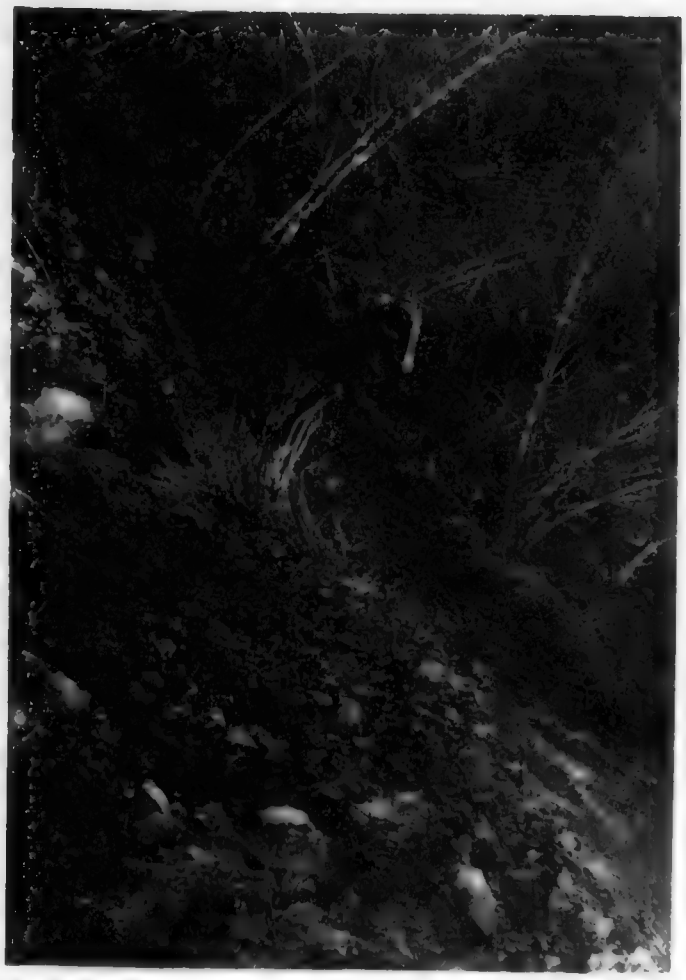
PHOTOS WERE TAKEN EARLIER MAY AFTER THE JANUARY FLOOD

SUBJECT: Slide Euchre Mtn
M.P. 18.00
Siletz Hwy



1. Showing slide on highway side of the river.
2. Showing damage to the roadbed.
3. Erosion on opposite bank of Euchre Mtn.
4. Erosion on opposite bank of Euchre Mtn.
5. Showing slide on the slope on the highway side.
6. Erosion on the opposite bank of Euchre Mtn.
7. Showing slide on the highway side of the river.

PHOTOS WERE TAKEN IN APRIL AFTER THE CONTRACTOR STARTED WORK IN THE AREA REPAIRING THE SLIDE DAMAGE.

1. Erosion on the opposite bank.
2. Showing the slide area after the clearing and showing Cat pioneering roadway at the bottom of slide for rock toe placement.
3. Same
4. Same
5. Showing the slide area after the clearing.

FORM E-90X—SON—1-65 SP*6418-724

CONSTRUCTION DIVISION

MAY 7 1965

COS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 26, 1965

SUBJECT: Assignment FDK-16 (23-T)

To: Mr. F. D. Morgan
Construction Engineer
DEPARTMENT

Attorney at Law Fred McHenry's April 16 letter expressed concern on behalf of his clients, Mr. & Mrs. Raymond Marrs, that the filling and rip-rap work we are presently doing on the Eucher Mountain Contract on the Siletz Secondary might cause the Siletz River to erode the Marrs' property, located on the opposite side of the river. This possibility was reviewed both, during the course of the location, and with your office when the project was submitted.

The highway is located on a steep sandstone bluff on the outside of a bend in the river at this location. Erosion during the Christmas week flood, and this was compounded in the January 28, 1965 flood, reduced the roadway to a narrow, single lane. It was virtually impossible to restore traffic, short of complete reconstruction. Due to the restriction in traveled way width, this reconstruction was expedited. It was not practical to notch further into the bluff as the backslope was quite steep and high, with a steep, side-hill slope above the roadway excavation. The plan finally evolved consisted of lowering the highway grade to take advantage of as much as possible of the difference between steep backslope, and the slope of the rip-rap, required to fill into the river. This did reduce the amount of filling into the river that was required. Of the filling that was done, a portion iof it, of course, was only the replacement of the materials that had eroded away.

The amount of this filling is described in the attached report from Resident Engineer W. E. Schwartz and on the Typical Cross Section submitted with his report. *Schwartz has contacted the Marrs, as requested by McHenry. He has also established a permanent line and taken Cross Sections on the Marrs' side of the river. He has also photographed their bank. As can be seen by these photographs, there is a minor amount of erosion already in existence. It is unlikely that our filling work will cause any major erosion on their side of the river. If we do, we will, of course, be responsible.

Attached is a rough draft reply as requested.

R. D. Asburry
Division Engineer

By
Gerald Wimer
Assistant Division Engineer

GW:cp
cc: Mr. W. E. Schwartz
Mr. H. C. Johnson

*Contact was made by State Inspector "Buck" Groves.

Division office working on. Will be last of next week before completed.

sw 4-30-65

OK

lm 5-13

TELEPHONE 752-5511

(140)

FRED McHENRY
ATTORNEY AT LAW
337 S. FOURTH STREET
P. O. BOX 866
CORVALLIS, OREGON
97330

REFERRED TO
Admin
BY SECRETARY

REFERRED TO
Klebe
BY DEPUTY STATE HIGHWAY ENGINEER
Earl Smith

April 16, 1965

State Highway Commission
Salem, Oregon

Gentlemen:

Mr. Raymond Marrs and his wife, Ruth Marrs, have called on me with reference to the construction of a highway along the Siletz River, particularly at the Euchre Mountain Grade.

They own about 156 acres of land on the southerly side of the Siltez River where it makes a bend around this mountain and are fearful that the road construction on the bend of the river where construction work is filling in on the northerly side of said Siletz River, on the turn or bend of the river, will cause the flow of the river, particularly at high water, to errode their land that would not otherwise occur except for the fill that the construction appears to be going to make.

These people are not objecting to the highway construction in any way but do feel that they want to protect their property from being damages by changing or diverting the course of the Siletz River at this bend.

They would appreciate your contacting them and going over the situation so that they can have some understanding what affect your construction work will have. You may get in touch with them at their address, which is P. O. Box 32, Siltez, Oregon. I would like to have you report direct to me as to what your attitude is with reference to their problem.

Thanking you, I am

Very truly yours,

Fred McHenry

FMcH:vk

RECEIVED
APR 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 13 1965

FORM E-90X—10M—1-65 SP°6418-734

FBK-16
6560

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1965

To: Mr. Victor D. Wolfe
Administrative Assistant

BUILDING

SUBJECT: (Assignment: FBK-16)
Letter from Fred McHenry regarding
Marr property on south side of river
opposite Euchre Mtn. Section
Siletz Highway
Contract No. 6560

Attached are the following on the subject assignment:

1. Letter of explanation from Wimer.
2. Letter of explanation from Schwartz.
3. 1 page photographs (12).
4. Suggested rough draft of reply to McHenry.

F. D. Morgan
Construction Engineer

By SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachments

cc: F. B. Klaboe

RECEIVED
MAY 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form CA-121 (1-63) (Prea. by A.O. 290-40)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: May 4, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-152(1)
Siletz Highway - M.P. 8.0-8.3
State Force Order No. 1

Mr. Young's April 27, 1965 letter furnished copies of the subject order covering permanent restoration work by State Forces on the above project between M.P. 8.0 and 8.3. Contemplated work consists of flood damage repair involving permanent restoration of the roadway to original line and grade.

We approve the use of State force account procedures retroactive to our verbal approval on April 23, 1965, and use of labor, equipment, material and supplies furnished by your department, and under your direct control, for the reasons outlined in your letter as well as the fact that:

1. You have sufficient available idle equipment to perform the work expeditiously.

2. The work involves only locally available materials or materials which you have in stock and ready for use.

Federal participation will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Though State force account procedures have been approved under the provisions of PPM 21-6.2 as being in the public interest, such action does not waive other policy and procedural requirements in connection with the work. Controls comparable to normal contract procedures are necessary, particularly if changes in the contemplated plan of operations or scope of the work occur. Procedures specified by subparagraph 18b of PPM 21-6.3 are applicable and in some instances it may even be necessary to provide justification for a new finding in the public interest, e.g., if substantially more equipment is rented than required for normal operations or contract material purchases become necessary. Such procedures will be necessary regardless of whether control of the work is under your construction or maintenance personnel. Expeditious channels and procedures for obtaining approval of such actions already established for regular construction may be utilized if you so desire.

orig to Young 5-6-65 w/ attchs.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Your State Force order covers furnishing of base rock and asphaltic concrete material as part of your operations. If you propose to request participation in the cost of these materials, and they are not now available from state-owned sources or stocks and ready for placement by your employees, you should set forth your anticipated method of procurement and placement so eligibility may be clearly established prior to performance.

This action is made with the understanding that Federal participation is subject to Congressional action to provide the full pro rata share of emergency funds. Consequently, approval herein cannot serve as a commitment or obligation on the part of the United States to provide additional emergency funds for the work.

RECEIVED
MAY 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form FT-105—5M

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date APR 23 1965 By ME Martin
Title Div. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

1964 Christmas Week
Storm Damage Repair

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Kernville-Jct. #33 near Toledo Date April 14, 1965

Highway Siletz (State #181) FAP 196 Contract No. F. A. Project No. ER-152(1)

County Lincoln Prefix 121-4763 Account No. 164

Description of Work To Be Done:

To raise roadway which has settled due to flood conditions,
MP 8.0 - 8.3.

Location by Station Numbers:

See above

Estimate of Quantities and Costs:

Labor	$ 1,000
Material	1,600
Equipment	1,000
	$ 3,600

Explanation:

This work can best be accomplished by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including $3,600 for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ Howard C. Johnson, Resident Engineer

Approval Recommended: /s/ F. D. Morgan, Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ Gerald Wimer, Asst. Division Engineer

Approved: /s/ L. H. Young, ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
APR 30 1965
FORESTING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Certified upon verification of project use of ... funds as ...
Date ... M E Martin
... Engineer
U.S. Bureau of Public Roads

Project Name Euchre Mountain ..... Date April 15, 1965

Highway Siletz ..... Contract No. 6560

County Lincoln ..... Prefix 121-1077

Contractor Road & Driveway Co. and Lewis S. Pickens ..... F. A. Project No. ER-152(1)

Address Box 128, Newport, Oregon ..... Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State's share, construction flagging

Location by station numbers:

Entire project, 609+82 -- 631+62

Estimate of quantities and cost:

Labor $1,200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This amount was provided in construction authorization for flagging. Percentage allowance to contractor to be in conformance to executed contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 150,043.50
Present estimate of project cost, including $1,200.00 for work under this order	$ 150,043.50
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. E. Schwartz
Resident Engineer

Approval Recommended: /s/ F. D. Morgan
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approved /s/ L. H. Young
Office Engineer

State Printing

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APR 12 1965
FOR FILING

[illegible] Highway Engineer
Salem, Oregon 97301

April 2, 1965

08-35.2-0

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project ER-152(1)
Enchre Mtn. Unit, Forest Boundary-Siletz Section
Grading and Paving

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of March 30, 1965 in the award of contract No. 6560 to Road & Driveway Co. and Lewis S. Pickens of Newport, Oregon, low bidder in the amount of $132,172.00 at the March 30, 1965 bid opening.

orig to Young
4-12-65

RECEIVED
MAR 31 1965

FOR FILE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
March 31, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD J. LINDAS
CHIEF COUNSEL

Read and Driveway Co.
and Lewis S. Pickens
Box 128
Newport, Oregon 97365

Gentlemen:

The State Highway Commission on March 30, 1965, awarded to you State Highway Contract No. 6560 for the following project:

Grading, paving and riprap on Euchre Mt. Section of Siletz Highway in Lincoln County.

This award was based on your low bid of $132,172 which was submitted to the Commission on ~~March 30, 1965,~~ for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

FOR FILING

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

March 18, 1965

Original signed
M. E. Martin
Dist. Engineer

08-35.2-08

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project ER-152(1)
Mackre Mountain Unit-Forest Boundary-
Siletz Section
Grading and Paving

F. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved with the understanding that you will make any corrections found necessary following completion of our review. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all right-of-way is available for the project with no utility adjustments involved, as indicated in Mr. Wright's and Mr. Litchfield's March 15, 1965 reports.

The use of the Standard Specifications for Highway Construction-1964, is approved for use on this specific project subject to the following limitations: The proprietary reference to AWPA Standard Specifications under Article 731 is not approved under the provisions of paragraph 5d of PPM 40-3.1. A special provision or supplementary standard specification should be submitted to assure Federal participation in bid items for which wood preservatives are used with reference to AWPA.

The use of your Standard Specifications for Asphalt Cements (Revision of January 1965) is approved for use on this specific project.

The use of the Division I - General Requirements, Article 8-1 Subletting, dated 12-1-64; Section 320 - Asphalt Concrete Pavement, dated 12-1-64; and Section 415 - Riprap, dated 12-1-64, Supplemental Standard Specifications is approved for use on this specific project.

Mr. Chase's March 15, 1965 letter indicates that nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Attachment

Original To Young
with attach
3-19-65

6-3324 Bullards Beach State Park 1965
Facilities, Oregon Coast Hwy.
#6561

FORM E-30 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1968

SUBJECT: Claims Review Board

To: Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

The Claims Review Board, as established by Mr. Cooper's June 5, 1967 letter, has considered contractor's claims on the following projects:

Contract No. 6863, M.P. 1.9 Slide Correction
White Bros. Construction Company

Approved adjustment on one out of three parts amounting to about one-third of the total claim, after requesting further information from the field. No reply from contractor

Contract No. 6561
Bullards Beach State Park
Donald W. Thompson

Approved adjustment on part of the claim amounting to about one-fourth of it. Accepted

Contract No. 6933
Lewis and Clark and Starvation Creek State Parks
Mid-State Construction Company

Approved adjustment on three small items amounting to less than $100, but the remainder only involved $350 time liquidated damages. No reply as yet

Contract No. 6518
Bear Gulch-Canyon Creek Pass
Roy L. Houck Sons' Corporation

Disposition pending, awaiting presentation by Legal Division before Board.

A meeting is being scheduled for the Board to review a proposed settlement on Winchuck River claim without the presence of the contractor.

Of the three claims disposed of by the Board, the contractor has accepted the settlement of one of them (Bullards Beach State Park). White Bros. do not respond to our letters asking their intentions.

John A. Bond, Secretary
Claims Review Board

JAB:ss:fw

RECEIVED
DEC 28 1967

6-3324
6561

December 28, 1967

Oregon Automobile Insurance Company
501 Equitable Building
Portland 4, Oregon

Gentlemen:

A post-final payment for $1,826.09 will be made to Donald W. Thompson on Contract No. 6561 for overnight camping facilities in Bullard Beach State Park on the Oregon Coast Highway in Coos County, as soon as the warrant is prepared.

The total amount paid on this contract will be $159,436.42, including the post-final payment. Of the total, $1,517.34 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Mr. Donald W. Thompson
3421 Elmston
North Bend, Oregon

Hasburg Insurance Agency
4th & Golden Street
Coos Bay, Oregon

bc C. H. Maison
Attn: John Herr

RECEIVED
DEC 18 1967

REFERRED TO Bond
BY DEPUTY STATE HIGHWAY ENGINEER

6-3324
6561

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 15, 1967
Salem, Oregon

Has Hwy Comm
Yes it is Post Final
R.L.P.

SUBJECT: Bullards Beach State Park
Contract No. 6561

12-15-67

To: Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

The attached letter was received yesterday from Attorney Lynne McNutt, on behalf of contractor Donald W. Thompson, accepting the Claims Review Board's decision on the subject contract claims. Office Engineer advises that as far as just the mechanics of processing the payment to the contractor, it could be accomplished in this instance by a post-final estimate initiated in Office Engineering upon written request from the Bridge Engineer or a higher authority.

Do you wish to first present the matter to the Highway Commission for confirmation of the Claims Review Board's recommendation?

John A. Bond, Secretary
Claims Review Board

JAB:ss

cc: I. D. Merchant (w/encl.)
L. R. Chandler,
Attn: John Quiner (w/encl.)

12-15-67
Orig returned to
John Bond

RECEIVED
DEC 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

McNUTT, GANT & ORMSBEE
ATTORNEYS AT LAW
255 NORTH 3RD STREET
COOS BAY, OREGON 97420

LYNNE W. McNUTT
GEORGE T. GANT
ORRIN R. ORMSBEE

POST OFFICE BOX 1138
TELEPHONE 267-7018

December 12, 1967

Mr. John A. Bond
Staff Assistant
State Highway Department
Salem, Oregon 97310

Dear Sir: Re: Bullards Beach State Park
Contract No. 6561

Responding to your letter of November 22nd suggesting a compromise settlement, I wish to advise that I am authorized on behalf of the contractor to accept the sum of $1,826.09 in full and final settlement of all claims of any party arising out of this contract or the work therein involved.

Very truly yours,

McNUTT, GANT & ORMSBEE

Lynne W. McNutt

LWM:pg

cc: Mr. Donald W. Thompson
3421 Stanton
North Bend, Oregon 97459

Mr. Bob Schultz
Bandon Plumbing & Heating
Bandon, Oregon

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pilcher
Womack
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
DEC 1 . 1967
CONSTRUCTION
DIVISION

Construct Standard Manholes at all locations indicated on the plans. Drg No. 2050
12 required

Const Manholes

Const Manholes

Const Manholes

Install concrete

Install waste water disposals - 128 required Drg No. P1022. Waste water disposals are to be located as staked by the engineer and profile stations shall vary accordingly.

NOTE

All sewer, plumbing, electrical & other work, as is required by law, shall be inspected and written approval of same shall be submitted to the engineer before the project will be accepted.

Sewer lines shall follow as closely as is practicable the layout shown on the plans, avoiding the cutting of large trees & tree roots.

Sewer & water lines shall be laid a minimum of 10 feet apart & crossings shall be constructed in accordance with the requirements of the State Board of Health.

BULLARDS BEACH STATE PARK PARK FACILITIES COOS COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

SEWER LAYOUT

SCALE 0 50 100 FEET

Install extra heavy cast iron sewer pipe at all road crossings with less than 3 feet of cover over the pipe. See profiles on sheet No. 8 & 9

Const Manholes #7

Const Manholes

Const Manholes

Const. Manhole #12

Install concrete sewer pipe with rubber ring joints

- 128 required. disposals shall e engineer and ccordingly.

Install sewer connections Drg. No. P1022 128 required

SEWER SYSTEM

General:

The sewer system shall include trailer sewer mains, toilet buildings and utility buildings sewer lines, sewage effluent lines, manholes, trailer sewer connections and waste water disposals.

The contractor shall furnish all labor, materials, tools, equipment, etc., including trenching and backfill work and all manner of work required and called for on the plans and herein to complete all sewage installations of the sewer system.

The complete sewer installation shall be installed in compliance with all requirements of the State Board of Health.

The contractor shall pay for all permits and inspections if required by state or local sanitary agencies.

Sewer layout as shown on the plans is schematic only and pipe shall be installed as required by the engineer. Gravity sewer lines shall be installed to drain uniformly as indicated on the plans.

When laid to grade and tests are completed, the sewer lines shall be backfilled with not less than 12 inches of cover over the pipe. The bedding of the pipe and the first 6 inches of covering backfill over the pipe shall be select backfill free of rocks or other objects which might damage the pipe.

The cost of trenching and backfilling shall be included in the cost of installing the applicable sewer.

Where it is necessary to construct sewer lines above original ground line, or at other locations as directed by the engineer, the sewer pipe shall be laid on a well compacted fill and grade boards and covered with fill material.

Cost of furnishing labor, fill material , and material for grade boards will be assumed to be included in the unit price bid per linear foot for the sewer pipe and additional payment will not be made.

The backfilling of the trenches, over sewer lines, with equipment will not be permitted if, in the opinion of the engineer, the use of such equipment would or might break, displace or injure the pipe in any way as to cause leaks or infiltration or would alter or change the grade line of the pipe.

All sewer and effluent lines under roadways or stalls having less than three feet of cover over the pipe shall be extra heavy cast iron pipe.

Cast iron sewer lines shall have joints made up with caulked and leaded joints or approved rubber rings. All fiber pipe joints shall be made up with fittings and in the manner recommended by the pipe manufacturer.

Sewer, effluent and disposal trench pipe lines shall be laid within the gradients required by health authorities.

Whenever it is necessary for sewer or effluent lines to cross water lines the crossing shall be approximately at a ninety degree angle and the sewer "effluent line shall be located at least three feet below the water line, or shall be constructed of cast-iron soil or water pipe for a distance of at least ten feet out from each side of the water line.

Separate or additional payment will be made for cast iron pipe used, when required to meet code in crossing water lines or roads, and payment therefor shall be understood to be included in the price bid per foot for the respective sizes of sewer pipe.

Excavated materials not required in backfill shall be disposed of on the job site as directed by the engineer.

Preservation of Trees and Shrubs:

In the construction of all sewer installations, the preservation of trees and shrubbery is of primary importance, in order that the beauty of the area be preserved. The contractor will, therefore, be required to perform his operations in such a manner as to preserve the existing trees and shrubbery.

Unnecessary destruction of shrubbery lying outside the sewer installations will not be permitted. If, in the opinion of the engineer, the injury was due to the contractor's operations, the contractor will be charged a penalty of $50 per tree for trees damaged by the contractor which are 6 inches to 24 inches in diameter, inclusive, and $100 per tree for trees damaged by the contractor which are larger than 24 inches in diameter.

Testing:

All sewer pipe lines shall be tested for leaks before being covered. All pipe fittings, joints and other appurtenances shall be watertight under the test and any leaks or infiltration shall be repaired or remedied and the tests and repairs repeated until the entire system is watertight and leakproof. All tests shall be made in the presence of the engineer.

Gravity sewer lines shall be tested under a head of water between the limits of 5 to 10 feet.

Payment for making the required tests shall be included in the price for installing the applicable lines or mains.

Sewer Lines:

Backfill over bituminous-fiber pipe and concrete pipe lines for the first six (6) inches above pipe shall be selected fill material free of objects which may be damaging to pipe.

Trailer Sewer Mains: The trailer park sewer mains shall include those sewer lines which start at the discharge end of trailer sewer services as detailed on the plans, and shall extend to and terminate with the connection to a manhole.

The contractor shall furnish and install the trailer park sewers for the trailer stalls including trenching and backfill, all wyes, cleanouts, manholes, and other fittings and all vents complete as called for on the plans and in these specifications.

Trailer park sewer lines from the trailer stall sewer service facilities to the manholes shall be of concrete pipe installed in a watertight manner with rubber ring joints.

All trailer park sewer line vents shall be 4-inch cast iron pipe extending 12 feet above ground surface, and securely fastened to and supported by a pressure treated 6" x 16' wood post, set four feet vertically into the ground. The vents shall be placed as far as practicable away from trailer stalls and shall not be placed where they may be struck by trailers.

Cleanouts shall be of the same size as the pipe in the sewer line.

Building Sewers

The contractor shall construct sewer lines of sizes and type and at locations shown on the plans.

The sewer lines for the utility and toilet buildings shall include sewer lines carrying sewage from buildings to septic tanks or manholes and shall be measured from a point 5 feet outside of the building lines. The work shall include all trenching and backfilling, fittings, cleanouts, vents, and sewer connections at both ends of the sewers, as necessary and called for herein and indicated on the plans.

Effluent Lines:

The contractor shall furnish and install bituminous fiber effluent line of sizes and at the locations shown on the plans. Bituminous fiber pipe shall be Bermico, Orangeburg, or approved equal, designed for a working pressure of not less than 4 psi installed in a watertight manner using joint cement so as to prevent any infiltration.

RECEIVED
NOV 30 1967

FOR FILING
6-3324
6261

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 22, 1967
Salem, Oregon

To: MEMO TO THE FILES

SUBJECT: Bullards Beach State Park
Contractor's Claims
Contract No. 6561
Claims Review Board Meeting

THIS REPORT IS PREPARED IN CONTEMPLATION OF POSSIBLE LITIGATION AND IS REGARDED AS A PRIVILEGED COMMUNICATION

The Claims Review Board met November 20 with the following people present:

Donald W. Thompson, Contractor
Robert F. Schultz - Sub-Contractor
Lynne W. McNutt - Attorney (On behalf of the Contractor)
R. L. Porter)
F. B. Klaboe)
Tom Edwards) Claims Review Board
G. E. Rohde)
C. H. Maison)
Lloyd Shaw
Al Rear
John Quiner
Eugene Ash
Jim Wilson
John Jenkins
John Bond

NOTED
F.B. KLABOE

Mr. McNutt presented the contractor's argument seeking reimbusement in the amount of $6,014.15, all ~~for work~~ related to the pipe work on the sewer system. The measures taken to control infiltration into the lines which was noted as the installation of the system progressed, were described. It was argued that the porosity of the pipe was a major factor. It was argued that the system was poorly and insufficiently designed and it was also pointed out that since this work was done the State had changed its specifications. Mr. McNutt acknowledges that the claim as presented included corrective work at four manholes and offered to reduce the labor item by 40 hours each for the plumber and the apprentice on the basis that this amount of work was properly the contractor's responsibility. Mr. Schultz stated that because his work was not stopped by the State he was led to believe that the State could live with the results.

Al Rear presented the State's position and referred to the contract special provisions calling for a leakproof system and admitting it was not practical to build a system absolutely water-tight. He cited the history of previous meetings and communications with the contractor and cited the findings to the effect that the infiltration was not necessarily from the pipe but from the joints in the lines. He noted that the amount deducted by the State for work done by State crews in repairing and correcting the system did not include all such costs. It included only one-half of the labor but all of the "Seelo-W". Mr. Ash stated that the hubs and ends of the concrete pipe were not painted and the form joints on the pipe sections were not ground off smooth. Subsequently Mr. Ash also stated that the Y's and Bends were not inspected by the State. Strength tests only were made on the pipe sections.

The Review Board reconvened the afternoon of November 21 and unanimously decided to offer to refund to the contractor the amount of $1,826.09 as a complete and final compromise settlement of the claim without prejudice. A letter will be directed to Mr. McNutt and the contractor accordingly.

John A. Bond, Secretary
Claims Review Board

JAB:ss

cc: R. L. Porter
F. B. Klaboe
Tom Edwards
G. E. Rohde
C. H. Maison

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NOV 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1233 10M 8-67

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NOV 24 1967
FOR FILE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
MILTON

6-3324

6561

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 22, 1967

Mr. Lynne W. McNutt
McNutt, Gant & Ormsbee
Attorneys at Law
255 North 3rd Street
Coos Bay, Oregon 97420

Re: Bullards Beach State Park
Contract No. 6561

Dear Sir:

The Claims Review Board has carefully reviewed the contractor's claim which was presented to them at a November 20 meeting. The Board found no liability on the part of the State, but as a compromise and without prejudice, sanctioned an offer to return to the contractor the withheld amount of $1,826.09. Please advise whether the contractor is willing to accept this amount as a complete and final settlement of all claims.

Very truly yours,

F. D. Morgan
Construction Engineer

By: John A. Bond

John A. Bond
Staff Assistant

JAB:ss

cc: Donald W. Thompson
3421 Stanton
North Bend, Oregon

R. L. Porter
F. B. Klaboe

NOTED
F. B. KLABOE

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NOV 16 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
FILING

6-3324

6561

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 13, 1967

Mr. Lynne W. McNutt
McNutt, Gant & Ormsbee
Attorneys at Law
255 North 3rd Street
Coos Bay, Oregon 97420

Re: Bullard Beach State Park
Contract No. 6561

Dear Sir:

This will confirm the time of 1:30 p.m., Monday, November 20 for a meeting on behalf of the prime contractor, Donald W. Thompson, before our Claims Review Board to consider claims for additional compensation on this project. The meeting will be held in the Conference Room in the State Highway Building. The Conference Room is located on the first floor across from the elevators.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

JAB:ss

cc: R. L. Porter
F. B. Klaboe
Tom Edwards
G. E. Rohde
C. H. Maison
L. R. Chandler - Attention: John Quiner
I. D. Merchant

RECEIVED
NOV 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

RECEIVED
JUL 3 1967

FOR FILING

6327
6561

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 29, 1967

To: Mr. Ivan Merchant
Bridge Engineer

SUBJECT: Bullards Beach State Park
Contract No. 6561

747

Building

Please find attached hereto a copy of letter from Lynne W. McNutt, attorney for Bandon Plumbing & Heating, which was forwarded to me by Mr. Shaw with respect to the sub-contractor's claim on the above contract. Will you please bring this to the attention of the individual in your division who is knowledgeable about this matter.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks;hg
attachment
cc: L. P. Shaw
Tom Edwards
G. E. Rohde

RECEIVED
JUL 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

LYNNE W. McNUTT
GEORGE T. GANT
ORRIN R. ORMSBEE

McNUTT, GANT & ORMSBEE
ATTORNEYS AT LAW
255 NORTH 3RD STREET
COOS BAY, OREGON 97420

POST OFFICE BOX 1136
TELEPHONE 267-7019

NOTED JUN 19 67

June 16, 1967

REFERRED TO Admin. BY SECRETARY

REFERRED TO Shaw & Edwards

RECEIVED JUN 21 1967 LEGAL & RIGHT OF WAY

DEPUTY STATE HIGHWAY ENGINEER

Reply to Edwards 6-19

Oregon State Highway Department
State of Oregon
Salem, Oregon 97310

Re: Bullards Beach State Park Contract #6561

Gentlemen:

This office represents Robert Schultz, dba Bandon Plumbing and Heating, who was the plumbing sub-contractor on the Bullards Beach State Park construction project.

The concrete sewer pipe did not perform as expected. It became necessary to do additional work to locate the trouble and to repair it. This was done as the result of several conferences between members of the Highway Department, the general contractor, and the plumbing sub-contractor.

Doing this additional work, my client expended money, or incurred costs as follows:

Video Scan	$ 950.00
Soil Control	1,626.50
Labor:	
Apprentice (142 Hours)	355.00
Payroll Costs	60.35
Plumber (180 Hours)	1,022.40
Payroll Costs	173.81
Department Withholding	1,826.09
TOTAL:	$6,014.15

Subsequent tests have shown the reason for this additional work to be a mistake in the planning, in that concrete pipe was required by the specifications, while the plant was not large enough to accommodate the infiltration normal in such pipe, plus the sewage load.

The second planning mistake appears to be that the type of soil in which the sewer was placed breaks down the concrete pipe, adding to the infiltration problem. The pipe used was inspected by the Highway Department representative at the site of manufacturing and approved. It was then installed by my client.

Demand is hereby made for the payment of $6,014.15, being the total of the additional work that Bandon Plumbing & Heating provided and the amount withheld from the general contractor on account of the cost of the material used in the reduction of infiltration.

We would appreciate an expression of the Department's views as to payment of this claim. If it cannot be worked out among the parties, we plan to file suit and have the court adjudicate the matter.

Very truly yours,

McNUTT, GANT & ORMSBEE

Lynne W. McNutt

LWM/lg

cc: Mr. Eugene H. Ash
State Highway Department
Coquille, Oregon 97423

Mr. Donald W. Thompson
3421 Stanton
North Bend, Oregon 97459

Bandon Plumbing & Heating
Bandon, Oregon 97411

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JUN 19 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 19 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 30 1967

FOR FILING
6-3324
6561

June 29, 1967

5177

Mr. Lynne W. McNutt
McNutt, Gant and Ormsbee
Attorneys at Law
255 North Third Street
Coos Bay, Oregon 97420

Dear Sir:

This will acknowledge receipt of the claims submitted in your June 15 letter on behalf of Mr. Robert Schultz, dba Bandon Plumbing and Heating, a subcontractor on the Bullards Beach State Park, Contract 6561.

The State cannot give any consideration to the claim as submitted because there is not a contractual relationship between Bandon Plumbing and Heating and the State. However, if the prime contractor, Mr. Donald W. Thompson, chooses to submit a claim on behalf of his subcontractor, it will be given consideration.

A Claims Review Board has been established to hear such cases and arrangements for a hearing can be made by having the prime contractor, Mr. Donald W. Thompson, direct a request to Mr. John Bond, Secretary, Claims Review Board, State Highway Building, Salem, Oregon, 97310.

Very truly yours,

bc Forrest Cooper
R. L. Porter
F. B. Klaboe (enc.)
Lloyd Shaw (enc.)
Victor D. Wolfe
Ivan Merchant
G. E. Rohde (enc.)
John Bond (enc.)
L. R. Chandler (enc.)
E. H. Ash (enc.)

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

AAR:jf ja

RECEIVED
JAN 4 - 1967
FOR FILING

6-3324
6561

January 3, 1967

Oregon Automobile Insurance Co.
501 Equitable Building
Portland 4, Oregon

Gentlemen:

Contract No. 6561 awarded to Donald W. Thompson, for construction of overnight camping facilities in the Bullard Beach State Park on the Oregon Coast Highway in Coos County was completed October 20, 1966, and accepted by the Highway Commission on December 28, 1966.

Final payment in the amount of $5,973.65 will be released to the contractor after January 10, 1967. The total contract amount is $157,610.23 including $1,517.34 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Mr. Donald W. Thompson
3421 Stanton
North Bend, Oregon

Hasburg Insurance Agency
4th & Golden Street
Coos Bay, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 3 - 1967
FOR FILING

6-3324
6561

December 28, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed October 30, 1965, on Contract No. 6561. The contract was with Donald W. Thompson and was for construction of overnight camping facilities at the Bullards Beach State Park on the Oregon Coast Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 28, 1966, and that you concur in this procedure at the Commission meeting on January 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc Floyd Query
R. L. Porter
F. B. Klaboe
Lloyd P. Shaw
Victor D. Wolfe
David Talbot
L. H. Young
C. H. Maison
L. R. Chandler

RECEIVED
DEC 28 1966

6-F-27
6561

Salem, Oregon
December 23, 1966

Acceptance of Contracts

Mr. F. B. Klaboe
Assistant State Highway Engineer

Building

All work on the following contracts is satisfactorily completed. They are ready for acceptance by the State Highway Commission.

Contract No. 6561 with Donald W. Thompson, for construction of Overnight Camping Facilities at the Bullards Beach State Park on the Oregon Coast Highway in Coos County, completed October 30, 1965.

Contract No. 6940 with K. G. Bakke, Contractor, for removal of the Toll Facilities at the Interstate Bridge on the Pacific Highway in Multnomah County, completed November 15, 1966.

L. H. Young
Office Engineer

JK:ia

cc: Floyd Query
C. H. Maison
I. D. Merchant

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Bullard Beach State Park		WEEK ENDING: December 2, 1966
		SECTION PREFIX: 6-3324
HIGHWAY: Oregon Coast Highway		COUNTY: Coos
NAME OF JOB: Bullard Beach State Park	KIND OF WORK: Overnight Camping Facilities - Job No. 9423	
CONTRACTOR: Donald W. Thompson, 3421 Stanton, North Bend, Oregon	CONTRACT NUMBER: 6561	FEDERAL AID PROJECT NUMBER: State Project
DATE OF CONTRACT: April 8, 1965	DATE WORK STARTED: 4/19/65	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $176,669.12	SPECIFIED COMPLETION DATE: 8-31-65	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $164,105.98	ENGINEERING AUTHORIZATION: $12,563.14	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $160,414.72	ENGINEERING COST TO DATE: $13,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 105%	DATE PROJECT WAS COMPLETED: 10-30-65

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27	Cloudy			
MONDAY 28	Rain			
TUESDAY 29	Cloudy			
WEDNESDAY 30	Rain			
THURSDAY 1	Rain			
FRIDAY 2	Rain			
SATURDAY				

FORM C-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Bullard Beach State Park		WEEK ENDING: December 2, 1966
		SECTION PREFIX: 6-3324
HIGHWAY: Oregon Coast Highway		COUNTY: Coos
NAME OF JOB: Bullard Beach State Park	KIND OF WORK: Overnight Camping Facilities - Job No. 9423	
CONTRACTOR: Donald W. Thompson, 3421 Stanton, North Bend, Oregon	CONTRACT NUMBER: 6561	FEDERAL AID PROJECT NUMBER: State Project
DATE OF CONTRACT: April 8, 1965	DATE WORK STARTED: 4/19/65	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $176,669.12	SPECIFIED COMPLETION DATE: 8-31-65	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $164,105.98	ENGINEERING AUTHORIZATION: $12,563.14	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $160,414.72	ENGINEERING COST TO DATE: $13,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 105%	DATE PROJECT WAS COMPLETED: 10-30-65

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27	Cloudy			
MONDAY 28	Rain			
TUESDAY 29	Cloudy			
WEDNESDAY 30	Rain			
THURSDAY 1	Rain			
FRIDAY 2	Rain			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 27	No work.
MONDAY 28	No activity all week.
29 TUESDAY	
30 WEDNESDAY	
1 THURSDAY	
2 FRIDAY	
SATURDAY	

REMARKS

No further work planned at this time unless infiltration should show a definite leak. Monday, Nov. 28th infiltration checked which was 4 gal. per minute. Side lines measured as follows: #12- W 0.26 gal/m/ , E - 0.03 ; #11- trace both lines; #10 - trace both lines; #9 - trace both lines; #8 - E. 0.003 ; #7 - W.- 0.18 , E.- 0.10; #6- W. 0.07, E- 0.05; #5 - Trace both lines; #4- W. 0.07, E.-0.001; #3 - trace both lines; #2 - W 0.03 gal/min.; #1 - W 0.001 gal/min & E. none. Sideline infiltration 0.82 gal/min so then the mainline had just over 3 gal/min. Checked total infiltration on December 2nd and found it to be 6 gal/min. East line to #12 had picked up - raining also so manholes and waste water would be having some additional water. Shipped 1/8 bend, water and sand sample to laboratory on 12/2/66.

No further reports to be sent for weeklies.

SIGNED _____ LOCATION _____

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

FORM E-123

RECEIVED
OCT 28 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6-2-21
6561

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 26, 1966

Mr. Sydney L. Chandler
Attorney at Law
P. O. Box 359
Coos Bay, Oregon

Re: Bullards Beach State Park
Contract No. 6561

Dear Mr. Chandler:

Subsequent to Mr. McKinney's letter to you of October 4, 1966, the "Seelo-W" preparation was applied to the west side laterals leading to manhole #7. Since this relatively inexpensive material is also reusable, our field personnel also applied the same treatment to several other laterals in the system. We are pleased to advise that apparently at least some success was achieved in reducing the seepage into the sewer system.

Accordingly, unless you advise us by October 31 that your client wishes to perform further corrective measures himself, we will proceed to use the Seelo-W treatment throughout the remainder of the sewage system.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

NOTED
L. P. SHAW

AHJ:gw

cc: Oregon Automobile Insurance Co.
Lynne W. McNutt
R. L. Porter
L. P. Shaw
Ivan Merchant
Dave Talbot
L. R. Chandler
G. E. Rohde

RECEIVED
OCT 27 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 7 1966

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

-2224
6561

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 4, 1966

Mr. Sydney L. Chandler
Attorney at Law
P. O. Box 359
Coos Bay, Oregon

Re: Bullards Beach State Park
Contract No. 6561

Dear Mr. Chandler:

Following Mr. Shaw's letter to your client dated May 18, 1966, and our telephone conversation of June 6, 1966, it was determined that due to the opening of the park for public usage it would be impractical to immediately proceed with any attempt to correct the sewer system installed by your client under the above contract.

The system, however, is still unsatisfactory and does not, in our opinion, comply with the specifications required by the contract.

It appears that now some corrective measures must be taken in order to make the system usable for a year around facility, as was contemplated at the time the contract was awarded. Based on Mr. Shaw's letter the Highway Department will therefore proceed with corrective measures to the west side laterals leading to manhole #7 in the park. Our present plan is to use a material known as "Seelo-W" which appears from our investigation to have some possibility of sealing the leaks in the pipes and joints on this lateral system. It is relatively an inexpensive material.

The cost of this corrective measure will, of course, be charged to your client under the above contract. Unless you advise to the contrary and suggest some workable alternative method, the State will proceed as outlined above and as indicated in Mr. Shaw's letter.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks
cc: Oregon Automobile Ins.
Lynne W. McNutt
R. L. Porter
L. P. Shaw
Ivan Merchant
Dave Talbot
L. R. Chandler
G.E.Rohde
Al Johansen

FORM E-30X 20M 5-63 49606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Oct. 4, 1966

To: MEMORANDUM TO FILE:

SUBJECT: Bullards Beach State Park
Contract No. 6561

On September 26, 1966, a meeting was held in Mr. Shaw's office with respect to the procedure to be followed on the above contract. Those in attendance were: Lloyd P. Shaw, E. H. Ash, John Quiner, John C. Jenkins, Alfred Rear, Warren H. Gaskill, and the undersigned.

After discussing all the facts involved in this case which led to the faulty installation, it was determined that we should attempt a trial repair of the west side laterals leading to manhold #7 with a leak preventative known as "Seelo-W". This procedure is relatively inexpensive and if successful could be used on the entire system at a minimum cost. If it is unsuccessful, then some other method of making the laterals and mainlines water resistent will have to be determined.

The undersigned was requested to inform the attorneys and their bonding company of our intention to install this material to reduce the infiltration which is occurring.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: Lloyd P. Shaw
E. H. Ash
John Quiner
John C. Jenkins
Alfred Rear
Warren H. Gaskill

RECEIVED
JUN 22 1966
FOR FILING

LYNNE W. McNUTT
GEORGE T. GANT
ORRIN R. ORMSBEE

6-3324

6561

TO: MCK
FOR

McNUTT, GANT & ORMSBEE
ATTORNEYS AT LAW
255 NORTH 3RD STREET
COOS BAY, OREGON 97420

POST OFFICE BOX 1136
TELEPHONE 267-7018

June 17, 1966

RECEIVED
JUN 20 1966
LEGAL & RIGHT OF WAY

Mr. Frank McKinney
Legal Department
State Highway Commission
Salem, Oregon

NOTED
F. C. McKINNEY

Dear Mr. McKinney: Re: Bullards Park-Don Thompson-
Robert Schultz

Concerning the problem which has arisen on the Bullards Park project, I want to give you notice that I represent Robert Schultz, Bandon, the plumbing contractor. Sydney Chandler of Coos Bay represents the contractor, Mr. Thompson, and I believe you have had some communication with him.

I am advised that you were having an additional engineering inspection and that soon thereafter we will have a meeting to attempt to resolve the differences of our clients.

I am anxious to get the matter settled for my client and will appreciate hearing from you when you are ready to proceed.

Very truly yours,

McNUTT, GANT & ORMSBEE

Lynne W. McNutt

LWM:pg

NOTED
LLOYD P. SMITH

REFERRED TO
Parks - Tolbert
By LLOYD P. SMITH
6-22-66

RECEIVED
JUN 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 5 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WOODBURN
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Roseburg, Oregon
May 3, 1966

Donald W. Thompson, Inc.
3421 Stanton Street
North Bend, Oregon 97459

RE: Bullards Beach State Park

Dear Mr. Thompson:

I am in receipt of a copy of a letter dated April 28, 1966, which you wrote to Mr. Eugene Ash, at Coquille regarding the subject park. In your letter you state that at the January 6 meeting in Salem it was said that "if we will fix the main leaks in the main line that they, the Highway Department, will live with the laterals and Y's and 8th bends." At this meeting the statement made by Mr. Al Rear was that "if you fix the leaks in the main line and repair the leaks in the laterals at manhole number 6 and 7, we could possibly live with the rest of the system." You also state that the survey that Mr. Ash and myself made, proved the system acceptable. If you will recall, I told you during our survey that the information gathered would be forwarded to our Salem office and they would make any decision as to whether the system would be accepted or rejected. I indicated to you that I would make a recommendation after I had completed the survey that day. As you are aware, our survey indicated at manhole No. 12 there was 8.5 gallons per minute of infiltration. This is considerably in excess of $3\frac{1}{2}$ to $4\frac{1}{2}$ gallons per minute which I indicated in my letter of April 19th, would be acceptable for this system.

Very truly yours,

John Quiner II
ASS'T. DIVISION ENGINEER

JQII:lf

cc: Al Rear
Lloyd P. Shaw
Eugene Ash
Bandon Plumbing & Heating

Copy to Lloyd 5-4-66

RECEIVED
MAY 4 1966
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 1966
OREGON
STATE HIGHWAY COMMISSION

DONALD W. THOMPSON, INC.
3421 STANTON STREET
NORTH BEND, OREGON 97459

April 28, 1966

Oregon State Highway Department
Mr. Eugene H. Ash
Box 176
Coquille, Oregon

Re: Bullards State Park

Dear Sir:

As you well know because you have been present at the jobsite that Bandon Plumbing has gone to great lengths to produce a satisfactory sewer installation. They have employed a very reputable firm to externally seal all joints that showed any sign of seapage. This could not be done until water table conditions allowed which was the first part of the month.

I understand that the survey that you and Mr. Quiner of Roseburg proved the system acceptable.

We realize there is some infiltration in the deepest and longest laterals byt I am sure they will diminish with use and when the water table drops, thus allowing the foriegn substance in the soil to oxidize around the pipes and fittings thus sealing them.

I do think that the decision reached by the State Highway officials present at the January 6 meeting with Bandon Plumbing and myself at Salem was a safe one on their part. As you will remember they stated that if we will fix the main leaks in the main line that they, The Highway Dept. will live with the laterals and Y's and 8th bends.

Because of the lengthy period that you have withheld the final payment and excellent condition that the main line is in, we feel you should do your utmost to give us this final payment.

Factually speaking, our bond supplied on this job should have been quite ample for your protection.

Sincerely,

Donald W. Thompson

Donald W. Thompson

RECEIVED
MAY 2
OREGON
STATE HIGHWAY ENGINEER

CIVIL DEFENSE COMMISSION
OREGON
NOV 8 1966
RECEIVED

Original Copy to Rear

cc: Bandon Plumbing & Heating
Mr. John Quiner, Roseburg
Mr. L.P. Shaw, Salem

5-2-66 T/mm

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Roseburg, Oregon
April 19, 1966

Mr. Donald W. Thompson
3421 Stanton
North Bend, Oregon

RE: Bullards Park
Contract No. 6561
Coos County

Dear Mr. Thompson:

On January 6, 1966, a meeting was held in Mr. Shaw's office at the State Highway Department in Salem, Oregon, with you and your subcontractor Mr. Bob Shultz, regarding the excessive infiltration in the sewer system at Bullards Beach State Park. Since this meeting was held in January, you have attempted to correct the infiltration in the main sewer line by means of grouting and visual inspection with a T.V. closed circuit camera. This has produced some success, but still leaves the amount of infiltration considerably in excess of accepted standards. A check of the infiltration this week by Eugene Ash, Resident Bridge Engineer, indicates that there is approximately 14 gallons per minute. This is far in excess of 3.5 to 4.5 gallons per minute which would be the accepted infiltration into this system based on accepted engineering practice. Due to this excessive infiltration, the Highway Department is unable to open the park on April 20 as originally planned.

It is therefore necessary to inform you that unless you succeed in correcting this infiltration by no later than May 2, it will be necessary for the State Highway Department to repair the sewer system. Any repairs made by the Highway Department to the sewer system to correct this infiltration, will necessitate deducting the cost from any monies due your company.

We look to you for an early correction of this problem, so that this park can be put into service for our summer tourist season.

Very truly yours,

John Quiner II
ASS'T. DIVISION ENGINEER

JQII:lf

cc: Lloyd P. Shaw
Al Rear
Eugene Ash
Bandon Plumbing & Heating

Copy to Talbot 4-21-66

RECEIVED
APR 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 20 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 8 - 1966
FOR FILING
6-3324
6561

April 8, 1966

Mr. Myron D. Spady
Attorney at Law
P. O. Box 38
Bandon, Oregon 97411

Dear Mr. Spady:

This is to acknowledge receipt of your letter of April 4 concerning the Bullards Beach State Park. The description of this project is as follows:

Contract No. 6561
Contractor: Donald W. Thompson
3421 Stanton
North Bend, Oregon
For: Overnight camping facilities in the Bullard Beach State Park on the Oregon Coast Highway in Coos County.

Surety: Oregon Automobile Insurance Co.

Agent: Nasburg Insurance Agency

This contract was completed October 30, 1965, but has not yet been accepted by the State Highway Commission.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:gc

MYRON D. SPADY

Attorney at Law

SPADY BUILDING - 11TH & ALABAMA
P. O. BOX 38
BANDON, OREGON 97411
TELEPHONE 347-~~3441~~ 3341 · AREA CODE 503

April 4, 1966

State Highway Department
Salem, Oregon

Re: Bullards Beach State Park

Dear Sirs:

My client, Robertson's Inc., has an unpaid claim against a sub-contractor for construction in the park area last year. Will you please give me the name of the prime contractor as he appears in your records and also the name and address of his surety.

Very truly yours,

Myron D. Spady

MDS:1

Cc please reply
7/6

RECEIVED
APR 7 - 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

FOR FILING

6-3324

6561

RECEIVED
DEC 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 24, 1965

To: MEMO TO FILES:

SUBJECT: Bullards Beach State Park
Contract No. 6561

At the direction of Mr. Merchant and as a result of a letter from Mr. Donald M. Thompson, dated December 10, 1965, I made an inspection of the sewer system in the Bullards Beach State Park.

The inspection was made, accompanied by Mr. E. H. Ash, Resident Bridge Engineer, and Mr. Robert Smith, Chief, Engineering Unit of the Parks Division, and was conducted on Tuesday and Wednesday, December 21 and 22, 1965.

The discharge of infiltration water on December 22 was measured at 575 gal./hr. and the aggregate from the lateral runs was measured as 283.5 gal./hr. leaving 291.5 gal./hr. infiltration in the main sewer line. The distribution of the infiltration was as indicated on the attached sheet.

The party examined the main line and laterals as far as was visible with flashlight and the observations are as follows:

M.H. #1	East run-----	shows a fracture at the edge of the M.H. and a leaking joint about 6 feet from the M.H. The joint had an offset of about 3/8". Water was standing in the line.
M.H. #2		No defects observed.
M.H. #3	East run-----	showed visible leaks at the 1st, 4th, 5th, 6th, and 7th joints.
	Up Grade-----	joint leaking about 12 feet from M.H.
M.H. #4	Downgrade----	joint leaking about 10 feet from M.H.
M.H. #5	East run-----	had a fracture at the edge of the M.H. and other leaks at joints were visible
	West run-----	had a fracture at the M.H.
	Downgrade----	a joint was leaking

NOTED
LLOYD P. SHAW

M.H. #6	West run-----	started with a short stub and 1/8th bend--The 1/8 bend had three or more fractures.
	East run-----	had a stub and 1/8th bend leaking.
	Downgrade----	showed leaking joints at the 2nd and 4th joints.
	Upgrade------	showed leaking joints at the 1st, 2nd, 5th, and 7th joints.
M.H. #7	East run-----	showed a break at the M.H. and other leaks were visible. A trailer connection near the M.H. was running water.
	West run-----	showed a fracture at the M.H. and other visible leaks.
M.H. #8	East run-----	had fracture at edge of M.H.
M.H. #9	East run-----	had two fractures in first five feet.
	West run-----	showed a break at edge of M.H. and a sag in the line about five feet from M.H.
	Downgrade----	showed a leaking joint or a break in the line.
	Upgrade------	showed a leaking joint about 15 feet from M.H.
M.H.#10	Downgrade----	showed a leaking joint about five feet from M.H.
M.H.#11	West run-----	had a fracture at the edge of the M.H.
	Downgrade----	showed a leaking joint about 10 feet from M.H.
	Upgrade------	showed a leaking joint about 22 feet from M.H. This joint had an offset of about ½".
M.H.#12		No defects observed.

It is apparent that the lateral runs are leaking at elbows and wye branches and at trouble spots caused by settlement near the manholes. It is also apparent that the contractor had experienced difficulty in laying pipe where the trench was considerably below the water table. I believe that if these trouble spots are corrected that we would have a system adequate to serve the park as the system is designed.

The troubles caused by settlement at the manholes should be exposed and corrective measures taken--repair or replace that portion of the lateral run.

The infiltration at the wye branches and elbows should be exposed and replaced or encased to seal this portion of the lateral run.

The main line can be sealed by patent procedures either from the inside or outside or the system can be removed and replaced.

It is apparent from the observations that the quality of pipe is adequate since in most instances the top of the pipe appeared dry and the wet area was at the joints. There must have been some short coming in making the joints in the pipe. This could be caused by sand or other foreign matter between the rubber ring and the pipe--either spigot or bell--or by being improperly assembled. Probably some combination of the shortcomings caused the infiltration.

The infiltration was noted before the project was complete and was noted by E. H. Ash in his memo dated October 11, 1965 and also by Mr. C. D. Slater, Deputy Plumbing Inspector, in his October 20 Report. Both letters expressed the hope that sand would soon seal the leaks and stop the infiltration. This has proven to be just wishful thinking.

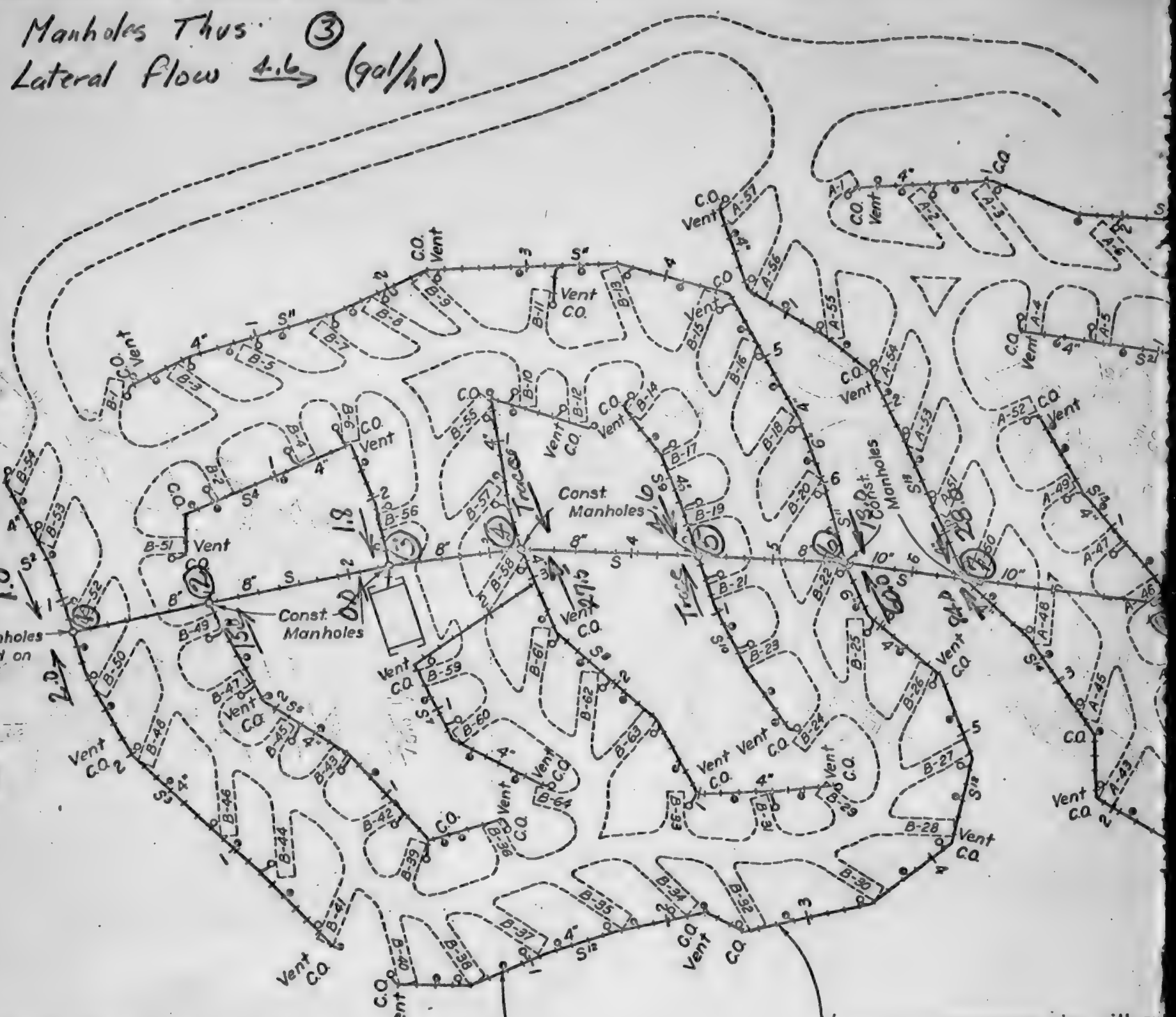
It is also noted that in three or four instances there is concrete on the flow line of the pipe near the manhole. This must have been left from casting the manholes.

Alfred A. Rear
Assistant Bridge Engineer

AARrm
Attached

cc: Mr. L. P. Shaw
Mr. L. R. Chandler
Mr. Robert Smith
Mr. A. A. Rear
Mr. E. H. Ash
Mr. L. H. Young

Manholes Thus: (3)
Lateral flow 4.6 (gal/hr)



ord Manholes indicated on No. 2050

r, plumbing, electrical & other work, as is by law, shall be inspected and written of same shall be submitted to the engineer e project will be accepted.

nes shall follow as closely as is practicable t shown on the plans, avoiding the cutting trees & tree roots.

SEWER

SCALE

Install extra heavy cast iron sewer at all road crossings with less tha of cover over the pipe.
See profiles on sheet No. 8 & 9

Const. Manholes

Const. Manholes

Install concrete sewer pipe with rubber ring joints

Install sewer connections
Drg. No. P1022
128 required

aste water disposals - 128 required.
P1022. Waste water disposals shall
d as staked by the engineer and
ations shall vary accordingly.

RECEIVED
NOV 24 1965
FOR FILING

L-3324
6561

November 10, 1965

Mr. Donald W. Thompson
3421 Stanton
North Bend, Oregon

#16

Dear Mr. Thompson:

The State Highway Commission at its meeting on November 4 considered your request for an extension of the specified completion date from August 31 to November 8, 1965, to complete Contract No. 6561 for overnight camping facilities in Bullard Beach State Park on the Oregon Coast Highway in Coos County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to November 1, 1965, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc

cc L. R. Chandler
Eugene Ash
I. D. Merchant
L. H. Young
C. H. Maleen

RECEIVED
NOV 2 - 1965
FOR FILING
6-2324
6-11

November 1, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 16
November 4, 1965 Meeting

Gentlemen:

Donald M. Thompson, contractor for the construction of overnight camping facilities in Bullards Beach State Park in Coos County, Contract No. 6541, has requested that the specified date of completion for the contract work, August 31, 1965, be advanced to November 8, 1965, without assessment of liquidated damages for the following reasons:

1. He was denied access to the project site for 36 days because State forces were building roads and camp areas in the project site.

2. Plan changes and additional work through price agreement after the contract was awarded delayed the overall completion another 56 calendar days, a total of 94 calendar days.

The contractor's contention is correct. He was denied access to the project site for the time stated and plan changes plus additional work will require the additional time requested.

Inasmuch as the contractor was prevented by conditions beyond his control to complete the work in the specified time, I recommend an extension of time to November 1, 1965, without assessment of liquidated damages, be granted.

This matter will be on the agenda for your consideration at the November 4 meeting.

cc: Floyd Query
Tom Edwards
Lloyd P. Shaw
Victor D. Wolfe
I. D. Merchant
L. H. Young
C. H. Maison
L. R. Chandler

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

CAG:jf bg

Form E-320—3M—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date September 10, 19 65

Gentlemen:

We, the undersigned, respectfully request an extension of 66 days time, from Sept. 1, 1965, 19 65, to Nov. 8, 19 65, within which to complete our Contract No. 6561, described as follows:

The above request is based upon the following reasons: On accompaning sheet

Respectfully submitted,

Donald W. Thompson
Contractor

By owner

CONSENT OF SURETY

Date Sept. 16, 19 65

We, Oregon Automobile Insurance Company, An Oregon Corporation, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

Oregon Automobile Insurance Company

Elinore M. Cook
Attorney-in-fact

(SEAL)

Nasburg Insurance Agency

By: C. Andrew Nasburg
Resident Agent

State Printing 97813

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6561 (Br) Contractor Mr. Donald W. Thompson

Highway Oregon Coast Highway

Section Bullards Beach State Park

Kind of Work Overnight Camp Facilities

It is recommended that such extension be granted as requested under the following terms and conditions:

Recommend that extension to November 1, 1965, without assessment of liquidated damages be granted because contractor was denied access to the site and plan changes and extra work added require the additional time.

Recommended for Approval:

John Dougan
Asst. Division Engineer

Ivan V. Marchant
~~Construction Engineer~~ or Bridge Engineer

Asst. State Highway Engineer

Contract No.	6561
Project designation	State (State—Federal)
Date awarded	April 8, 1965
Work started	April 19, 1965
Per cent completed	88% Sept. 10, 1965 (Date)
Specified completion date	August 31, 1965
Previously extended to	August 31, 1965
Extension requested to	November 8, 1965

By this consent we do not waive any rights we may have to monies due or to become due under this contract but we reserve all legal and equitable rights which we may have as surety in connection with said contract.

Oregon Automobile Insurance Company

By Elinore M. Cook
Attorney-in-fact

EXTENSION SHEET: Contractor's request for extension of time to complete construction contract.

Bullards Beach State Park:

Donald W. Thompson
3421 Stanton
North Bend, Oregon
September 10, 1965

Mr. Eugene Ash
300 Main St.
Coquille, Oregon

Dear Sir:

I list the reasons for time extension as follows:

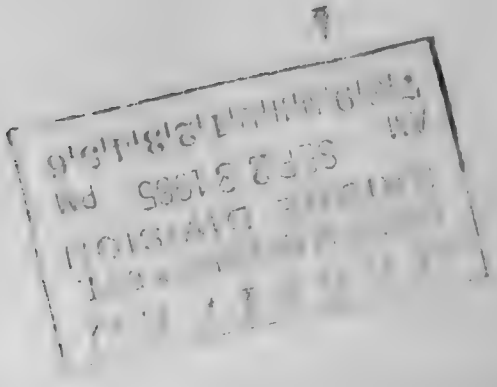
1. The State Park's crews were Building roads and camp areas when we moved in, so we could not start on the utility work in the overnight area until they moved out, which was on May 13, 1965.
36 days

2. There were some design changes on the sewage treatment plant, which delayed scheduling for manufacture, until sometime in June. This made our delivery on job-site around August 28th.
30 days

3. I have a change order to install approximately 500 feet of 18" drain tile which will take a couple of weeks.
14 days

4. I am anticipating notice to proceed on a change order to extend the effluent discharge line to low water line, which would necessitate working with the tide. This may take a couple of weeks.
14 days.

DWT/tp



RECEIVED
APR 12 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 9, 1965

6561

Mr. Donald W. Thompson
~~3421 Stanton~~
North Bend, Oregon

Dear Mr. Thompson:

The State Highway Commission on April 6, 1965, awarded to you State Highway Contract No. ~~6561~~ for the following project:

Bullards Beach State Park facilities on Oregon Coast Highway in Coos County

This award was based on your low bid of $156,047.22 which was submitted to the Commission on ~~April 6, 1965~~ for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc
cc Frank Morgan
L.H. Young
R.G. Savage (BIAC)
I. D. Merchant
Parks Div.

10-8309 Canyonville-Tiller Sec., Tiller-Trail Hwy. 1965

#6562

RECEIVED
NOV 21 1966
FOR FILING

10-8309

6562

November 16, 1966

Mr. W. R. Taylor
1287 Irvington Drive
Eugene, Oregon

Dear Mr. Taylor:

This is to acknowledge receipt of your letter of November 7 informing us that you and T and T Logging Company, Inc., have not been paid for work performed for the Beaver State Sand and Gravel Company.

You state this is in reference to the Beaver State Sand and Gravel, Inc., Contract No. 6562 for rock production on the Canyonville-Tiller Trail Highway in Douglas County. This contract was completed September 13, 1965, and accepted by the State Highway Commission on November 1, 1965.

Your claim for wages in the amount of $727.95, along with T and T Logging Company, Inc., claim in the amount of $6,493.20 for lease of equipment, was filed with the Secretary of State on October 22, 1965.

The State does not pay claims, but looks to the prime contractor and surety for such payment.

We are forwarding a copy of your letter to the surety, agent, and principal contractor.

It is possible that you might wish to consult with your attorney pertaining to your outstanding claim.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Beaver State Sand & Gravel, Inc.
General Insurance Company of America
Huggins Insurance Agency

CWH:fkn:gc

NOTED ON CARD
11-16-66
B. C.

1287 Livingston Dr.
Eugene Ore
Nov 7. -1966

State of Oregon
Highway Dept.
Dear Sir:
Myself and T & T. Logging Co.
have never been paid for
work we did on crushing
Job. out of Canyonville
for Brown State Sand & Gravel.
Contract No. 6562 for rock production
on Canyonville-Tiller section
of Tiller - Trail Highway in
Douglas County.
Has this job yet been
accepted by the State Highway
Commission?
I filed a claim with you
Oct 12-1966. But can't seem
to get any action from the
attorneys or Beaver State.
Please let me hear from
you.

Yours Truly
W. R Taylor

NOTED
FLOYD QUERY

RECEIVED
FEB 8 - 1966
FOR FILING
10-8-2
6562

February 4, 1966

Edward M. Murphy
Stults, Jayne & Murphy
416 S.E. Main Street
P.O. Box 218
Roseburg, Oregon

#6562

Mr. Murphy, concerning your alleged claim of Guy J. Norris against Beaver State Sand and Gravel, Inc., this will notify you that we deny any such claim.

Further, we wish to call your attention t this time to the note that Mr. Norris owes Beaver State Sand and Gravel, Inc. in the principal sum of $5,537.30 dated July 27, 1965 and due sixty days thereafter. Said note bears interest at the rate of 6% per annum. Mr. Norris has failed to pay this note and after checking on the equipment, I have been informed that part of the equipment was mortgaged, which Mr. Norris failed to tell us about at the time he executed the mortgage to issue the same. I also have been informed that he has sold part of the equipment on a contract.

Please check into these matters and advise immediately. If our security is impaired in this matter, we shall have to foreclose immediately.

Vernon L. Burda
Attorney at Law

cc: State Highway Department
Beaver State Sand & Gravel, Inc.
General Insurance Company of America

NOTED
FLOYD QUERY

Cec, to note
76

RECEIVED
FEB 7 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
JAN 14 1966
FOR FILING
10-8309
6562

January 14, 1966

Stults, Jayne & Murphy
416 S. E. Main Street
P. O. Box 218
Roseburg, Oregon

Attention: Mr. Edward M. Murphy

Gentlemen:

This is to acknowledge receipt of a copy of your letter of January 5 addressed to the Secretary of State and attached copy of Notice of Claim.

The Notice of Claim states that the Beaver State Sand & Gravel, Inc., owes Guy J. Norris for labor, rental, etc., in the amount of $2,969.07.

This appears to be in connection with the Beaver State Sand & Gravel, Inc., Contract No. 6562 for rock production on the Canyonville-Tiller Section of the Tiller-Trail Highway in Douglas County.

The Secretary of State has informed us that this claim was filed in his office on January 10, 1966, and was assigned his File No. 4154.

We would appreciate hearing from you when this claim has been paid.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

NOTED ON CARD
D. C.

Huggins Insurance Agency
373 North Church Street
Salem, Oregon

Beaver State Sand & Gravel, Inc.
P. O. Box 629
Roseburg, Oregon

2 Commissioners

CWH:gc

LAW OFFICES
STULTS, JAYNE & MURPHY
416 S. E. MAIN STREET
P. O. BOX 218
ROSEBURG, OREGON
673-5528

ROBERT M. STULTS
WILLIAM JAYNE
EDWARD M. MURPHY

REEDSPORT, OREGON
P.O. BOX 166
CR 1-2231

January 5, 1966

C

Secretary of State
State Office Building
Salem, Oregon

O

Dear Sir:

Enclosed please find Notice of Claim by Guy J. Norris against Beaver State Sand and Gravel, Inc., and its Bondsman, General Insurance Company of America. This Claim arrises out of the Highway Contract No. 6562, Canyonville, Tiller Section of Tiller Trail Highway, in Douglas County, Oregon.

P

Very truly yours,

STULTS, JAYNE & MURPHY

By Edward M. Murphy

Y

EMM:emb
Enclosure

cc: State Highway Department
cc: Beaver State Sand and Gravel, Inc.
cc: General Insurance Company of America
cc: Guy J. Norris

Cc please handle
F.L.

NOTED
FLOYD QUERY

RECEIVED
JAN 10 1966
OREGON
STATE HIGHWAY COMMISSION

TOM McCALL
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

January 13, 1966

C
O
P
Y

Mr. Edward M. Murphy
Stults, Jayne & Murphy
P.O. Box 218
Roseburg, Oregon

Dear Mr. Murphy:

This will acknowledge your letter of January 5, 1966, transmitting a Notice of Claim by Guy J. Norris, against:
Beaver State Sand & Gravel, Inc.
General Insurance Company of America: Surety
Highway Commission Contract No. 6662
Highway: Tiller-Trail - Douglas County; Canyonville-Tiller Section
Amount of Claim: $2,969.07
Rock crushing job.

We are filing this claim as of January 10, 1966.

Our file number is: Claim File No. 4154.

Sincerely,

(Miss) Inger J. Henrikson
Elections Division
Public Records Section

IJH
cc: State Highway Department

RECEIVED
JAN 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 13 1966
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

N O T I C E

TO: OREGON STATE HIGHWAY DEPARTMENT

Notice is hereby given that the undersigned, GUY J. NORRIS, has a claim against Beaver State Sand and Gravel, Inc., and its Bondsman, General Insurance Company of America in the following particulars:

1.	Labor employed on Crusher	$ 1,265.00
2.	Labor of Guy Norris from July 22 to September 9, 1965, 258 hours @$3.60	928.80
3.	Miscellaneous cash advances made in connection with moving rock crusher to job site	406.77
4.	Motor Vehicle Rental at job site	100.00
5.	Rent due on rock crushing plant	100.00
6.	10" x 20" New Recap Tire stolen from job while under lease to them	75.00
7.	15' 3/4" choker broken while moving Kueken Crusher	18.50
8.	7 1/2 H.P. Electric Motor burned out while in their use	75.00
	TOTAL	$ 2,969.07

The above mentioned sum of $2,969.07 is against the bond taken from Beaver State Sand and Gravel, Inc. and General Insurance Company of America for the work involved in connection with the rock crushing on Contract No. 6562, Canyonville, Tiller Section of Tiller Trail Highway, Douglas County, Oregon.

X Guy J. Norris
Guy J. Norris

STATE OF OREGON)
) ss.
County of Douglas)

On this 3 day of ~~December~~ January, 1966, personally appeared the above named Guy J. Norris and acknowledged the foregoing instrument to be his voluntary act and deed.

BEFORE ME:

Edward F. Murphy
Notary Public for Oregon
My Commission Expires:

STULTS, JAYNE & MURPHY
ATTORNEYS AT LAW
416 S. E. MAIN STREET, ROSEBURG, OREGON
AND

RECEIVED
JAN 10 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 8 - 1965
FOR FILING

10-8309

6562

December 6, 1965

Stults, Jayne & Murphy
430 S. E. Main Street
Roseburg, Oregon

Attention: Mr. Edward M. Murphy

Gentlemen:

As requested in your letter of December 3 we are enclosing a certified copy of the Contract and Bond pages on Contract No. 6562 for rock production on the Canyonville-Tiller Section of the Tiller-Trail Highway in Douglas County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Attachment

ROBERT M. STULTS
WILLIAM JAYNE
EDWARD M. MURPHY

LAW OFFICES
STULTS, JAYNE & MURPHY
430 S. E. MAIN STREET
P. O. BOX 218
ROSEBURG, OREGON
673-5526

REEDSPORT, OREGON
P. O. BOX 166
CR 1-2231

December 3, 1965

Oregon State Highway Department
Salem
Oregon

Re: Job No. 6562

Gentlemen:

Enclosed please find Affidavit of Mr. Guy J. Norris who furnished labor and material on Job No. 6562. Would you, in accordance with this Affidavit, please send to me a copy of the Contract and Bond on the said Job No. 6562 referred to in the Affidavit.

Very truly yours,

STULTS, JAYNE & MURPHY

By E. M. Murphy
Edward M. Murphy

EMM:emb
Enclosure

Fran - Jan
please do
76

RECEIVED
DEC 6 1965
OREGON
STATE HIGHWAY COMMISSION

A F F I D A V I T

STATE OF OREGON)
) ss.
County of Douglas)

I, GUY J. NORRIS, being first duly sworn on oath depose and say:

That I make this Affidavit pursuant to the provisions of ORS 279.512 and 279.515 for the purpose of obtaining a copy of the contract between Beaver State Sand and Gravel Inc. and the Oregon State Highway Department on Job Number 6562 involving rock production on the Canyonville-Tiller Section of the Tiller Trail Highway and also for the purpose of obtaining a copy of the Bond provided by the aforementioned Contractor to the Oregon State Highway Commission. That I have a claim for materials and services furnished to the Beaver State Sand and Gravel Inc. in connection with its performance of the aforementioned contract. That I desire to obtain a copy of the contract between Beaver State Sand and Gravel Inc. and the State and also a copy of the Bond for the purpose of filing a Notice of Claim pursuant to the provisions of ORS 279.526.

DATED this 3rd day of December, 1965.

Guy J. Norris

Subscribed and sworn to before me this 3rd day of December, 1965.

Notary Public for Oregon
My Commission Expires: 5/8/69

STULTS, JAYNE & MURPHY
ATTORNEYS AT LAW
416 S. E. MAIN STREET, ROSEBURG, OREGON
AND
MEDICAL-DENTAL BUILDING, REEDSPORT, OREGON

RECEIVED
DEC 8 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 1 - 1965
FOR FILING

10-8309

6662

November 4, 1965

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6562 awarded to Beaver State Sand and Gravel, Inc., for rock production on the Canyonville-Tiller Section of the Tiller-Trail Highway in Douglas County was completed on September 13, 1965, and accepted by the Highway Commission on November 1, 1965.

Final payment in the amount of $1,383.05 will be released to the contractor after November 11, 1965. The total contract amount is $29,385.09 and no work was performed under force account.

You have been previously advised of a claim filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Beaver State Sand & Gravel, Inc.
P. O. Box 629
Roseburg, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 2 - 1965
FOR FILING

November 1, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed September 13, 1965, on Contract No. 6562. The contract was with Beaver State Sand & Gravel, Inc. and was for rock production on the Canyonville-Tiller Section of Tiller-Trail Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project on this date.

This will be presented to you for confirmation at the Commission meeting on November 4.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. M. Young
F. D. Morgan
C. H. Maison
L. E. Chandler

bg

RECEIVED
OCT 22 1965
FOR FILING

10-8304

6562

October 21, 1965

T and T Logging Company, Inc.
Roseburg Road
Myrtle Point, Oregon

Gentlemen:

This is to acknowledge receipt of your claim letter of October 12 stating that Beaver State Sand and Gravel, Inc., owes Bill Taylor for wages in the amount of $727.95, and T and T Logging Co., Inc., the sum of $6,493.25 for leasing of equipment.

This appears to be in connection with the Beaver State Sand and Gravel, Inc., Contract No. 6562, for rock production on the Canyonville-Tiller Section of the Tiller-Trail Highway in Douglas County.

The General Insurance Company of America through Huggins Insurance Agency, 373 North Church Street, Salem, furnished the performance bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it.

This contract was completed on September 13, 1965, but has not yet been accepted by the State Highway Commission.

We will advise the surety and the agent of the receipt of your letter and we will also send your letter to the Secretary of State for filing.

Please let us know when this claim has been paid so that we can clear our records.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:fkn
cc
General Insurance Co. of America
Huggins Insurance Agency
Beaver State Sand and Gravel, Inc.
Hon. Tom McCall
Glenn Jackson
David Simpson

Please acknowledge receipt of the claim on the enclosed copy of this letter.

noted on card file

RECEIVED
OCT 26 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

12-25-7
6562

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 21, 1965

T and T Logging Company, Inc.
Roseburg Road
Myrtle Point, Oregon

Gentlemen:

This is to acknowledge receipt of your claim letter of October 12 stating that Beaver State Sand and Gravel, Inc., owes Bill Taylor for wages in the amount of $727.95, and T and T Logging Co., Inc., the sum of $6,493.20 for leasing of equipment.

This appears to be in connection with the Beaver State Sand and Gravel, Inc., Contract No. 6562, for rock production on the Canyonville-Tiller Section of the Tiller-Trail Highway in Douglas County.

The General Insurance Company of America through Huggins Insurance Agency, 373 North Church Street, Salem, furnished the performance bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it.

This contract was completed on September 13, 1965, but has not yet been accepted by the State Highway Commission.

We will advise the surety and the agent of the receipt of your letter and we will also send your letter to the Secretary of State for filing.

Please let us know when this claim has been paid so that we can clear our records.

5/a 4113
FILED
OCT 22 1965
TOM McCALL
SECRETARY OF STATE

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By C. W. Head
C. W. Head, Assistant Secretary

cc
General Insurance Co. of America
Huggins Insurance Agency
Beaver State Sand and Gravel, Inc.
Hon. Tom McCall
Glenn Jackson
David Simpson

Please acknowledge receipt of the claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

NOTED ON CARD

October 12, 1965

State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Floyd Query

Re: Claim of T & T Logging Co., Inc., Bill Taylor
vs. Beaver State Sand & Gravel, Inc.

Gentlemen:

This claim is being filed on behalf of the undersigned in regards to that certain contract by and between Beaver State Sand & Gravel, Inc, and the State of Oregon for that certain job generally referred to as O.H.C.-8 at Days Creek, Oregon.

The undersigned, Bill Taylor, worked for Beaver State Sand & Gravel, Inc. and is now owed total wages in the amount of $727.95. Although demand has been made in this amount, Beaver State Sand & Gravel, Inc. has failed and refused to pay this obligation.

As president of T & T Logging Co., Inc., I leased certain equipment to Beaver State Sand & Gravel, Inc., to work on the above job. As of this date, the said Beaver State Sand and Gravel, Inc., owes to T & T Logging Co., Inc. the sum of $6,493.20. Although demand has been made, Beaver State Sand & Gravel, Inc., has failed and refused to pay said amount, or any part thereof.

All of the above work mentioned was performed on the Days Creek section of the highway above mentioned.

I, therefore, respectfully file this claim and trust this matter will receive your immediate attention.

Sincerely yours,

Bill Taylor

Bill Taylor

T & T LOGGING CO., INC.

By: _____
President

Roseburg Road
Myrtle Point, Oregon

RECEIVED
OCT 20 1965
PORTLAND

10-8209

Ltr hd

October 14, 1965

Berg, Berg and Walsh
Attorneys At Law
Ellingsen Building
Coquille, Oregon 97423

Contract #6562

Sirs, as Beaver State Sand and Gravel, Inc. paid Mr. Taylor every week on time cards, the office has advised me that they fail to understand why he claims any wages, so therefore, I would like you to submit to me what weeks or days for which he feels he has not been paid.

Further, as to Mr. Taylor's claim of $6,493.20, I would like a bill on this since we had a meeting with Mr. Taylor and pointed out that monies advanced for his gas bills and otherwise, far exceeded 60¢ per yard for which he was to haul gravel and he did sign an agreement to that effect. Again, if you have a claim, I would like a bill of particulars, but we do deny a claim of any kind.

Vernon L. Burda

cc: State of Oregon
Beaver State Sand and Gravel, Inc.

Cer
to note
VLB

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
OCT 15 1965
OREGON
STATE HIGHWAY COMMISSION

FORM E-1 REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Canyonville - Tiller	WEEK ENDING: October 1, 1965	SECTION PREFIX: 10-8309
HIGHWAY: Tiller - Trail	COUNTY: Douglas	
NAME OF JOB: Canyonville - Tiller	KIND OF WORK: Rock Production	
CONTRACTOR: Beaver State Sand & Gravel, Inc.	CONTRACT NUMBER: 6562	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 4 - 8 - 65	DATE WORK STARTED: 7 - 15 - 65	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: 7 - 15 - 65	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $ 33,260.62	ENGINEERING AUTHORIZATION: $ 2,365.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 30,895.42		
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 29,480.29	ENGINEERING COST TO DATE: $ 2,362.20	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 4.58 %	PERCENT OF AUTHORIZATION: 99.9 %	DATE PROJECT WAS COMPLETED: 9 - 13 - 65

NOTED
F. B. KLABOE

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)					8,100 cy.		
TOTAL QUANTITIES CORRECTED TO DATE					8,817.28cy.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					All		
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					Complete		
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final report. Semifinal estimate will be submitted early next week.

SIGNED W.N. Hackleman LOCATION Canyonville

W.N. Hackleman

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
SEP 20 1965
FOR FILING
10-8309
6562

August 23, 1965

Beaver State Sand and Gravel, Inc.
P. O. Box 629
Roseburg, Oregon

39

8-23-65

Gentlemen:

The State Highway Commission at its meeting on August 23, 1965, considered your request for an extension of the specified completion date from July 15, to July 31, 1965, to complete Contract No. 6562 for rock production on the Canyonville-Tiller Section of the Tiller-Trail Highway in Douglas County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Sm

cc L. R. Chandler
E. J. Dunn
F. D. Morgan
L. H. Young
C. H. Matson

FORM E-123X 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 20, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 9
August 23, 1965 Meeting

Gentlemen:

Beaver State Sand and Gravel, Inc., contractor on the Canyonville-Tiller Section of Tiller-Trail Highway in Douglas County, Contract No. 6562, has requested that the completion date be advanced from July 15, to July 31, 1965.

This is a rock production job and the contractor claims that late seasonal rains and unusual spring runoff covered a large part of this prospective source of material which made it impossible for him to start operations.

Inasmuch as the contractor did not move onto the job until approximately two weeks after the completion date and because the South Umpqua River did, in fact, have an early runoff this year, and further, because the material source was a prospective one and not a mandatory one, we recommend that the request be denied. It is now anticipated that the work will be completed on September 3, which means that the project will overrun 50 calendar days and will amount to $2,500 in liquidated damages.

The matter will be on the agenda for the August 23 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6562 Contractor Beaver State Sand & Gravel Inc.

Highway Tiller - Trail

Section Canyonville - Tiller

Kind of Work Rock Production

It is recommended that the request for ihcrease in the number of workdays within which to complete said contract be **DENIED** ~~XXXXXX~~ The reasons for such recommendation are as follows:

Early runoff in the South Umpqua River and small amount of spring rain caused the river to reach a low level early in May. Contract Special Provisions indicate that the material source listed is a prospective, not a mandatory one.

Recommended for Approval:

Approved Donald
John Thompson
Division Engineer

John L. Bird
for Construction Engineer or Bridge Engineer

H B Klaboe
Assistant State Highway Engineer

Contract No. 6562

Project designation State (State-Federal)

Date awarded 4-8-65

Work started 6-28-65

Per cent completed No Production (Date)

Completion Date ~~XXXXXXXXXX~~ No. of Workdays Allowed 7-15-65

No. of Workdays Used

No. of Added Workdays Requested 0

E—330 (Rev.)—SM—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 2, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from July 15 days to July 31 days, within which to complete our Contract No. 6562, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Due to the late seasonal rains and the unusual amount of Spring run-off, which at various times covered a large part of the bar, we were unable to move our crushing plants in and safely operate a sustained operation in this area. We are, therefore, requesting a 15 day extension of time.

Respectfully submitted,

BEAVER STATE SAND & GRAVEL, INC.
Contractor

By T. A. Hinman Jr.

CONSENT OF SURETY

Date August 13, 1965

We, GENERAL INSURANCE COMPANY OF AMERICA

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard H. Mahle
Richard H. Mahle Attorney-in-fact

Richard V. Grimes
Richard V. Grimes Resident Agent

(SEAL)

FORM E-90 BOM 3-65 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1965

SUBJECT: Extension of Time
Canyonville-Tiller Section
Tiller-Trail Highway
Contract 6562

To: Mr. F. B. Klaboe
Assist. State Highway Engineer
OFFICE

Attached is a request from Beaver State Sand and Gravel, Inc., contractor on the subject contract, requesting an extension of the specified completion date from July 15, 1965 to July 31, 1965 without the assessment of liquidated damages.

The contractor cites late seasonal rains and an unusual amount of spring runoff which covered a large part of the bar making it impossible for him to move his crushing plant and safely operate in the area as reasons for this request.

The contractor's statements appear to be fallacious. There was an early runoff in the South Umpqua River due to the December storm and very little spring rain. Subsequently, the river reached a low level very early this year in comparison to other years. The contractor could have safely moved into the river early in May. In addition, the contract Special Provisions indicate that this bar is a prospective source of material not a mandatory one, and therefore, the contractor was not obligated to utilize this source of material.

The latest weekly report submitted on this project indicates that no acceptable material had been produced as of August 14. The contractor finished his plant set up on August 11. The estimated completion date for this project is September 3, 1965. If this completion date is met this will represent 50 calendar days beyond the original completion date. This represents $2,500 in liquidated damages.

NOTED
F. B. KLABOE

We recommend that the request for an extension of time on this project be denied.

This is a state project and Bureau of Public Roads concurrence is not required. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

DES:jkk
Attach.

cc: L. H. Young
L. R. Chandler

RECEIVED
AUG 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

AUG 24 1965
FOR FILING
6462

August 20, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 9
August 23, 1965 Meeting

Gentlemen:

Beaver State Sand and Gravel, Inc., contractor on the Canyonville-Tiller Section of Tiller-Trail Highway in Douglas County, Contract No. 6462, has requested that the completion date be advanced from July 15, to July 31, 1965.

This is a rock protection job and the contractor claims that late seasonal rains and unusual spring runoff covered a large part of this prospective source of material which made it impossible for him to start operations.

Inasmuch as the contractor did not move onto the job until approximately two weeks after the completion date and because the South Umpqua River did, in fact, have an early run-off this year, and further, because the material source was a prospective one and not a mandatory one, we recommend that the request be denied. It is now anticipated that the work will be completed on September 3, which means that the project will overrun 30 calendar days and will amount to $2,500 in liquidated damages.

The matter will be on the agenda for the August 23 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

RLP:ms bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6562 Contractor Beaver State Sand & Gravel Inc.

Highway Tiller - Trail

Section Canyonville - Tiller

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED ~~or GRANTED~~. The reasons for such recommendation are as follows:

Early runoff in the South Umpqua River and small amount of spring rain caused the river to reach a low level early in May. Contract Special Provisions indicate that the material source listed is a prospective, not a mandatory one.

Recommended for Approval:

Approved Conrad
John Cramer
Division Engineer

Asst.

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	6562
Project designation	State-Federal
Date awarded	4-8-65
Work started	6-28-65
Per cent completed	No Production
~~Completion Date~~ Time allowed	7-15-65
No. of Workdays Used	
No. of Added Workdays Requested	0

E—230 (Rev.)—3M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 2, **19**65

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from July 15 **~~days~~ to** July 31 **~~days~~, within which to complete our Contract No.** 6562, **without the assessment of liquidated damages. The said contract is described as follows:**

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Due to the late seasonal rains and the unusual amount of Spring run-off, which at various times covered a large part of the bar, we were unable to move our crushing plants in and safely operate a sustained operation in this area. We are, therefore, requesting a 15 day extension of time.

Respectfully submitted,

BEAVER STATE SAND & GRAVEL, INC.
Contractor

By W. A. Thomas Jr.

CONSENT OF SURETY

Date August 13, **19**65

We, GENERAL INSURANCE COMPANY OF AMERICA

....., **as**

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard N. Mahle
Richard N. Mahle Attorney-in-fact

(SEAL)

Richard V. Grimes
Richard V. Grimes Resident Agent

arc

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6562 Contractor Beaver State Sand & Gravel Inc.

Highway Tiller - Trail

Section Canyonville - Tiller

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~GRANTED~~ The reasons for such recommendation are as follows:

Early runoff in the South Umpqua River and small amount of spring rain caused the river to reach a low level early in May. Contract Special Provisions indicate that the material source listed is a prospective, not a mandatory one.

Recommended for Approval:

Approved Conditional
John Cummins
Division Engineer
Asst.

John L. Bond
for Construction Engineer or Bridge Engineer

H S Klaboe
Assistant State Highway Engineer

Contract No. 6562

Project designation State-Federal

Date awarded 4-8-65

Work started 6-28-65

Per cent completed No Production

Completion Date ~~Requested~~ Allowed 7-15-65

No. of Workdays Used

No. of Added Workdays Requested 0

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APR 12 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY,
WASCO
DAVID B. SIMPSON,
PORTLAND
FLOYD QUEEN, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
April 9, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Beaver State Sand and Gravel, Inc.
P O. Box 629
Roseburg, Oregon

Gentlemen:

The State Highway Commission on April 8, 1965,
awarded to you State Highway Contract No. 6562
for the following project:

Canyonville-Tiller Section of Tiller-Trail Highway in Douglas County

This award was based on your low bid of $29,565
which was submitted to the Commission on April 6, 1965,
for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc Frank Morgan
L H. Young
R G Savage (SLAC)

I-5-1(57) Roadway Illumin., Green Springs 1965
14 Interch., N. Ashland-S. Ashland
#6563 Interch., Pacific Hwy.

Agreements -
Cv A 2810

RECEIVED
JAN 20 1966
FOR FILING

I-5-1 (57) 14
6563

January 20, 1966

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6563 awarded to Electric Corporation, for illumination work on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County was completed on July 12, 1965, and accepted by the Highway Commission on January 19, 1966.

Final payment in the amount of $1,184.10 will be released to the contractor after January 27, 1966. The total contract amount is $15,480 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Electric Corporation
P. O. Box 266
Salem, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 20 1966
FOR FILING
I-5-1(57) 14
6563

January 19, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 12, 1965, on Contract No. 6563. The contract was with Electric Corporation and was for illumination on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 19, 1966, and that you concur in this procedure at the Commission meeting on January 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
L. R. Chandler

bg fn

RECEIVED
JAN 4 1966

FOR COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-1 (57) 14
6563

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 22, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the light pole replacement has been completed on Contract No. 6563, North Ashland Interchange-South Ashland Interchange Section, in Jackson County, in connection with Federal-Aid Project No. I-5-1(57)14.

We request that your office inspect the contract work and return a signed copy of this letter upon completion of establishment period indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: December 23, 1965

Conditions noted on above date:

Project was inspected on December 22, 1965 and all contract work including the replacement of light pole No. 24 had been completed in conformance w th plans and specifications.

RECEIVED
JAN 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

By: M. E. Martin
District Engineer

REFERRED TO
Asst. State Hwy Engr.
1-4-66

CTC/

RECEIVED
OCT 25 1965
FOR FILING

I-5-1(57)14

6563

September 28, 1965

Electric Corporation
P. O. Box 266
Salem, Oregon

#5

Gentlemen:

The State Highway Commission at its meeting today considered your request for an extension of the specified completion date from June 30 to July 19, 1965 (19 calendar days) to complete Contract No. 6563 for illumination on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an extension of the completion date to July 5, 1965, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc L. R. Chandler
Allan Norwood
L. H. Young
I. D. Merchant
C. H. Maison
Bureau of Public Roads

For FCD-121 (11-63) (Prescribed by A.C. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 17, 1965

In reply refer to: 08-35.DB-2

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

7/12/65 is complete

SUBJECT: Oregon Project I-5-1(57)14
Green Springs Interchange
Illumination, Contract No. 6563

We concur with your recommendation that 4 days extension of time be granted on the subject project for the reason set forth in your letter dated August 4, 1965. – 20 copy in Gen. File.

This extension will advance the completion to July 5, 1965.

9/28

NOTED
TOM EDWARDS

Copy Mailed

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM AUG 20 1965 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
AUG 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 14 1965
FOR FILING

I-5-1(57)14

6463

September 10, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 5
September 28, 1965 meeting

Gentlemen:

Electric Corporation, contractor for the North Ashland Interchange-South Ashland Interchange illumination on the Pacific Highway in Jackson County, Contract 6563, has requested that the specified completion date for the work, June 30, 1965, be advanced to July 19, 1965 (19 calendar days) without assessment of liquidated damages. The request is based on the fact that the manufacturer of the luminaires could not supply the necessary equipment to the job to permit completion of the work within the time specified.

The contractor's claim is not a reason within the limits of the contract specifications for granting an extension of time without assessment of liquidated damages, and no extension is recommended for the stated reason. We find, however, the contractor was inadvertently delayed for a period of four workdays due to an engineering work load which held up approval of pole fabrication details. This was a condition beyond the contractor's control and he is entitled to an extension of time without assessment of liquidated damages for the delay period. I recommend that the specified completion date of June 30, 1965, be advanced to July 5, 1965, without assessment of liquidated damages and that the contractor be charged liquidated damages for all time consumed beyond that date. The work was actually completed July 12, 1965. This amounts to an assessment of $210.

This is a federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the September 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. R. Chandler

CAG:jf fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6563 (Br.) Contractor Electric Corporation

Highway Pacific

Section N. Ashland Inter-S. Ashland Inter.

Kind of Work Illumination - Nob No. 9437

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

The specified completion date be advanced to July 5, 1965, without assessment of liquidated damages and that liquidated damages for all time consumed after July 5 be paid.

Recommended for Approval:

Carl M. Mullen
Division Engineer

Duane K. Merchant
~~Construction Engineer~~ or
Bridge Engineer

John Gray
State Highway Engineer

State Printing 27809

Contract No. 6563 (Br.)

Project designation I-5-1 (57) 14
State-Federal

Date awarded April 8, 1965

Work started May 2, 1965

Per cent completed 100% July 12, 1965
Date

No. of Workdays Allowed to June 30, 1965

No. of Workdays Used to July 12, 1965

No. of Added Workdays Requested to July ~~13~~ 12, 1965

E—220 (Rev.)—5M—6-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 22, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 6-30-65 ~~days~~ to 7-19-65 ~~days~~, within which to complete our Contract No. 6563, without the assessment of liquidated damages. The said contract is described as follows: Illumination N.Ashland - S.Ashland Interchange, Pacific Hwy. Jackson Co.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Westinghouse Electric Supply Co. unable to make shipment of luminaires from Cleveland, Ohio factory before July 2, 1965.

Respectfully submitted,

ELECTRIC CORP.
Contractor

By Byron Simonson Pres.

CONSENT OF SURETY

Date 6/22/, 1965

We, GENERAL INSURANCE COMPANY OF AMERICA

Seattle, Washington, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

S.A.Bouse
Attorney-in-fact

HUGGINS INSURANCE AGENCY
373 NO. CHURCH ST.
SALEM, OREGON

S.A.Bouse
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6563 (Br.) Contractor Electric Corporation

Highway Pacific

Section N. Ashland Inter-S. Ashland Inter.

Kind of Work Illumination - Nob No. 9437

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

The specified completion date be advanced to July 5, 1965, without assessment of liquidated damages and that liquidated damages for all time consumed after July 5 be paid.

Recommended for Approval:

Carl M. Walker
Division Engineer

Isaac K. Merchant
~~Construction Engineer~~ or
Bridge Engineer

John Elwood
Asst.
State Highway Engineer

State Printing 27939

Contract No. 6563 (Br.)

Project designation I-5-1 (57) 14
State-Federal

Date awarded April 8, 1965

Work started May 2, 1965

Per cent completed 100% July 12, 1965
Date

No. of Workdays Allowed to June 30, 1965

No. of Workdays Used to July 12, 1965

No. of Added Workdays Requested ~~to July 12~~ 5, 1965

RECEIVED
AUG 20 1965
FOR

Form CD-121
(1-63)
(Prev. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 17, 1965

In reply refer to: 08-35.DB-2

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(57)14
Green Springs Interchange
Illumination, Contract No. 6563

We concur with your recommendation that 4 days extension of time be granted on the subject project for the reason set forth in your letter dated August 4, 1965. – no copy in Gen. File.

This extension will advance the completion to July 5, 1965.

NOTED
TOM EDWARDS

RECEIVED
AUG 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 27 1965
FOR FILING
I-5-1(57)14
6562

July 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 2, 1965, on Contract No. 6563, N. Ashland - S. Ashland Section in Jackson County, in connection with Federal-Aid Project No. I-5-1(57)14.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:ke

RECEIVED AUG 6 - 1965 FOR STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-1(57)14
6563

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 21, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 12, 1965, on Contract No. 6563, North Ashland Interchange-South Ashland Interchange Section, in Jackson County, in connection with Federal-Aid Project No. I-5-1(57)14.

We request that your office insrect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: 8-2-65

Conditions noted on above date:

Light pole no. 24 is bent. Final acceptance of the project withheld pending replacement with a new pole.

By: M. E. Martin
Acting Division Engr, BPR

A. W. Parsons
Division Engineer

AUG 1965
OFFICE OF
BAC DIVISION ENGR

REFERRED TO
Morgan - Young
BY ASST. STATE HWY. ENGR.
8-5-65

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 7-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
14(57)14	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 6563 3		COUNTY Jackson
		PROJECT NO. I-5-1(57)14

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, Jc. I-5 and FA 15 S. of Ashland

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-15-65	0.00
*OTHER *(Specify)*		

Pro Rata: 92.25%

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 17,193.00	$ 15,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M Kabe

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. H. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer MAY 19 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. I-5-1(57)14

N. ASHLAND INT.-S. ASHLAND INT. SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 24, 1965

Type Code 9030
Illumination (Sta. 1572+37.79)

Roadway Illumination Installation, Complete	All Required	$ 14,900.00
	Subtotal	$14,900.00
	10% Engr. & Cont.	1,490.00
	Total	$16,390.00

Length of project - - - - - - - - - - - - - 0.00 miles

Federal Funds -	$15,100.00
State Funds -	1,291.00
	$16,390.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-1(57)14

N. ASHLAND INT.-S. ASHLAND INT. SECTION OF THE
PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 16, 1965

Type Code Y030
Illumination (Sta. 1572+37.79) (Contract No. 6563)

Roadway Illumination Installation, Complete	All Required	$15,630.00
Subtotal		$15,630.00
10% Engr. & Cont.		1,563.00
Total		$17,193.00

Length of Project 0.00 Miles

Federal Funds -	$15,800.00
State Funds -	1,391.00
	$17,193.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939

State Funds for Maint.: Chap. 529, Laws 1939

RECEIVED
APR 19 1965

FORM CO-12 (1-57) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 12, 1965

In reply refer to: 08-35.2-EC

6563

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(57)14
N. Ashland-S. Ashland Interchange Section
Illumination

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of April 8, 1965 in the award of contract No. 6563 to Electric Corp. of Salem, Oregon, low bidder in the amount of $15,630.00 at the April 6, 1965 bid opening.

REFERRED TO
Young
Date: 4/16/65 By: MK
For: _____
_____
Due Date: _____

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

orig to Young 4-19-65

RECEIVED
APR 12 1965
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY,
WASCO
DAVID B. SIMPSON,
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 9, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Electric Corp.
P. O. Box 266
Salem, Oregon

Gentlemen:

The State Highway Commission on April 8, 1965, awarded to you State Highway Contract No. 6563 for the following project:

Roadway illumination installation at Green Springs Interchange on N. Ashland Interchange-S. Ashland Interchange of Pacific Highway in Jackson County

This award was based on your low bid of $15,630 which was submitted to the Commission on April 5, 1965, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc Frank Morgan
L. H. Young
R. G. Savage (SLAC)
I. D. Merchant

RECEIVED
APR 13 1965
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 2810

Salem, Oregon
March 19, 1965

Agenda Item 4-f

Mr. F. B. Crandall
Traffic Engineer
Building

3161

Illumination Agreement
Green Springs Hwy. Interchange &
Green Springs Hwy.-Rogue Valley Hwy.
Ashland

Attached is a conformed copy of an agreement with the City of Ashland covering illumination of the Green Springs Interchange on Interstate 5 in Jackson County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Ashland.

Secretary

rm
Attach: 1

RECEIVED
MAR 2 - 1965
FOR FILING

E115-1(57)14
6526

February 24, 1965

Mr. Robert H. Ayre
City Administrator
City of Ashland
Ashland, Oregon 97520

Dear Mr. Ayre:

As requested in your January 28 letter, we have given consideration to a median island on the Green Springs Highway from US99 to Interstate 5. This would permit center location of light standards but, of course, would somewhat restrict movement to and from adjacent property. It appears something along the lines you suggested can be worked out.

We have received a petition objecting to the island you have proposed on the grounds of restricted movement of traffic. As of this moment we have not been able to assess the effect the island would have on those offering objection but hope to have sufficient information to do so in the near future. In the meantime, we are giving your request every consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
D. J. Barbie

From others we have heard from adjacent property.

I am advised that we have received a petition opposing the center median.

Anything on file?

City of Ashland, Oregon

Zip Code 97520 Area Code 503 – 482 – 3211

CITY ADMINISTRATOR
Robert H. Ayre

MAYOR
Richard L. Neill
CITY COUNCIL
Duane Baker
D.S. Kerr
Donald E. Lewis
Arthur M. Peters
George F. Ward
Emmett Whitham

January 28, 1965

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWA... ...ER

See me please urgent!

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Subject: Median Island and Lighting for Highway 66 Widening Project

Dear Mr. Cooper:

While in Salem last week I discussed with Mr. Edwards the proposed Greensprings illumination project and the proposed Highway 66 widening project between Highway 99 and Interstate 5. As to the former, we are pleased to learn that the Bureau of Public Roads has given general approval to the project and that you contemplate a contract-letting date of April 6. We will, as agreed, string temporary lights on Highway 66 to Highway 99 to be replaced by a permanent standard lighting system upon completion of the widening.

Regarding the widening project itself, we know that informational meetings and the public hearing are soon to be held. I have discussed in particular one facet of the project also with members of your staff and for reasons outlined below, we herewith respectfully request that provision be made in the project for median strip islands and lighting.

It is our understanding that at the present time your proposed right-of-way limits allow for only a four foot painted center strip. While your reasons for not preferring this width for median island treatment are understandable and appreciated, and while additional width would certainly be more desirable, it is, after consulting with our street, traffic, police, and electric people, our feeling that even a four-foot median island would pose no serious traffic hazard. As you know, the Siskiyou Boulevard - Highway 99 median island is five feet wide, or six inches wider on either side than the proposed subject project, and there has been virtually no accident history or electrolier damage attributed to the width of the island.

The property owners along the subject route are overwhelmingly indicating their preference for median island and lighting treatment; and for simply aesthetic considerations, we certainly concur. The appearance advantages of median island and lighting over painted median strips and side lighting in and of themselves are obvious. But this additional treatment here would, in conjunction with Siskiyou Boulevard, provide a continuity of quality appearance that the motorist would unquestionably and thoroughly enjoy from the Greensprings Interchange all the way to the downtown area.

It is a fact, and it has also been voiced by the affected residents, that median islands offer both a psychological and a real "haven" or "rest stop" to the pedestrian attempting to cross a four-lane (six lane including parking) major thoroughfare --a fact which we propose you include in your consideration of our request.

There is, of course, also an economic consideration to our request. It is obviously less expensive for us to install and maintain median lighting than is the case with side lighting--the cost in effect, of the acquisition and installation of two poles per lighting location instead of one. Should, however, the additional cost involved in the construction of median islands be a deterring factor on your part, we would be perfectly willing to recommend to the City Council that we contribute to the island construction cost the equivalent of the saving we would realize through median lighting.

Should you determine that, irrespective of the above suggestions, the presently proposed four foot center strip is, in the absolute, too narrow for island construction, it has been indicated by several of the affected residents that, accepting the widening project concept, additional right-of-way sufficient to provide a five or six foot center width for purposes of median islands and lighting could reasonably be made available.

In view of the foregoing, it is sincerely hoped that a favorable solution to our problem and concern can be found. We, of course, stand ready to cooperate and assist you in this combined project in any way possible.

Thank you very much for your consideration of this request.

Sincerely,

Robert H. Ayre
City Administrator

RHA/jh

cc: Tom Edwards, Ass't Hwy. Engr.
Floyd Shaw, Ass't Hwy Engr.
Glenn L. Jackson, Chrm., St. Hwy. Comm
Dr. Esby McGill, Pres., Ashland Chamber of Commerce
Ashland Daily Tidings

CITY OF ASHLAND
CITY HALL
ASHLAND, OREGON - 97520

January 28, 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Subject: Median Island and Lighting for Highway 66 Widening Project

Dear Mr. Cooper:

While in Salem last week I discussed with Mr. Edwards the proposed Greensprings illumination project and the proposed Highway 66 widening project between Highway 99 and Interstate 5. As to the former, we are pleased to learn that the Bureau of Public Roads has given general approval to the project and that you contemplate a contract-letting date of April 6. We will, as agreed, string temporary lights on Highway 66 to Highway 99 to be replaced by a permanent standard lighting system upon completion of the widening.

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NOTED
LLOYD P. SHAW

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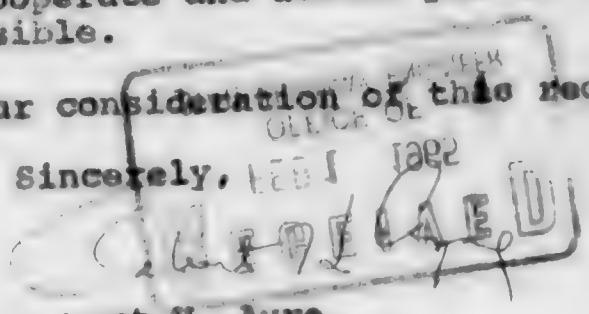
In view of the foregoing, it is sincerely hoped that a favorable solution to our problem and concern can be found. We, of course, stand ready to cooperate and assist you in this combined project in any way possible.

Thank you very much for your consideration of this request.

Sincerely,



Robert H. Ayre
City Administrator

RHA/jh
cc: Tom Edwards, Ass't Hwy. Engr.
Floyd Shaw, Ass't Hwy Engr.
Glenn L. Jackson, Chrm., St. Hwy. Comm
Dr. Esby McGill, Pres., Ashland Chamber of Commerce
Ashland Daily Tidings

RECEIVED
FEB 19 1965
FOR FILING
I-5-1(67)14
123

February 19, 1965

Oregon State Highway Commission

Gentlemen:

An agreement has been prepared and executed by the City of Ashland covering illumination of the Green Springs Interchange on Interstate 5 in Jackson County. Under this agreement the Highway Commission is to install and maintain lighting of the interchange and stand expense incident thereto. The City is to pay for the power consumption costs of the interchange illumination. The estimated cost of the interchange illumination is $20,000 and has been approved by the Bureau of Public Roads as an FAI project.

The City of Ashland, at its sole expense, is to install, maintain, and pay for power consumption for linear lighting on the section of the Green Springs Highway from its junction with the Rogue Valley Highway to the Green Springs Interchange on Interstate 5. This is in addition to assuming power consumption costs for the Green Springs Interchange lighting as previously indicated.

Your approval of the agreement and authorization for the Secretary to sign is recommended.

This matter will be on the agenda for your consideration at the March 9 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
C. H. Maison
F. B. Crandall L. R. Chandler

FBC:njc fn

RECEIVED
OCT 9 - 1964
FOR FILING

October 6, 1964

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Your letter of September 10, 1964 indicates concurrence in the general plan regarding illumination of the I-5 - Green Springs Highway (ORE66) Interchange in the Ashland vicinity. In accord with your request, four sets of the following data are submitted herewith:

1. Partial city plat of Ashland for purpose of general orientation.

2. Aerial photo of the interchange.

3. Plan of illumination for the city portion of the work on the section of Ashland Street (Green Springs Highway, ORE66) between the interchange and Siskiyou Boulevard (US99), plus the City's letter giving details thereof.

4. Plan of illumination for the interchange proper.

With reference to Item 1 above, you will note that the city limits includes the area along the Green Springs Highway westerly to Interstate 5 (this was accomplished through a recent annexation). The City is in the process of annexing an additional area east of the freeway; this will be an accomplished fact in the very near future, at which time the City intends extending illumination on the Green Springs Highway (ORE66) easterly of the freeway.

In the area east of Interstate 5, improvement and development of the airport is in the making, plus a golf course. The nature of the rolling terrain has high potential for development of high-type homesites, with the attendant servicing facilities that accrue to such residential development.

As stated previously, it is believed that the State-City cooperative illumination project is in order as per Case "E" and "A" contained in the AASHO Informational Guide for Lighting Controlled Access Highways. I refer you to Item 3 of the listed enclosures with particular reference to the City's letter indicating the details and circumstances regarding the interim temporary illumination and agreement to stand all expense with respect to their portion of lighting on the Ashland Street (OR66) section and commitment to care for power consumption costs with respect to the interchange lighting.

Your early consideration and approval of this matter will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enclosures

bc Forrest Cooper
R. L. Porter
F. B. Crandall
L. R. Chandler

FBC:mje jv

HIGHWAY CLASSIFICATION

	State (Red)	Federal (Green)
PRIMARY		
SECONDARY		
OTHER	CO.	N.F.D.

SIGNED ROUTES

INTERSTATE

U.S.

ORE.

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

ASHLAND

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

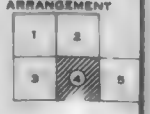
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 9,949

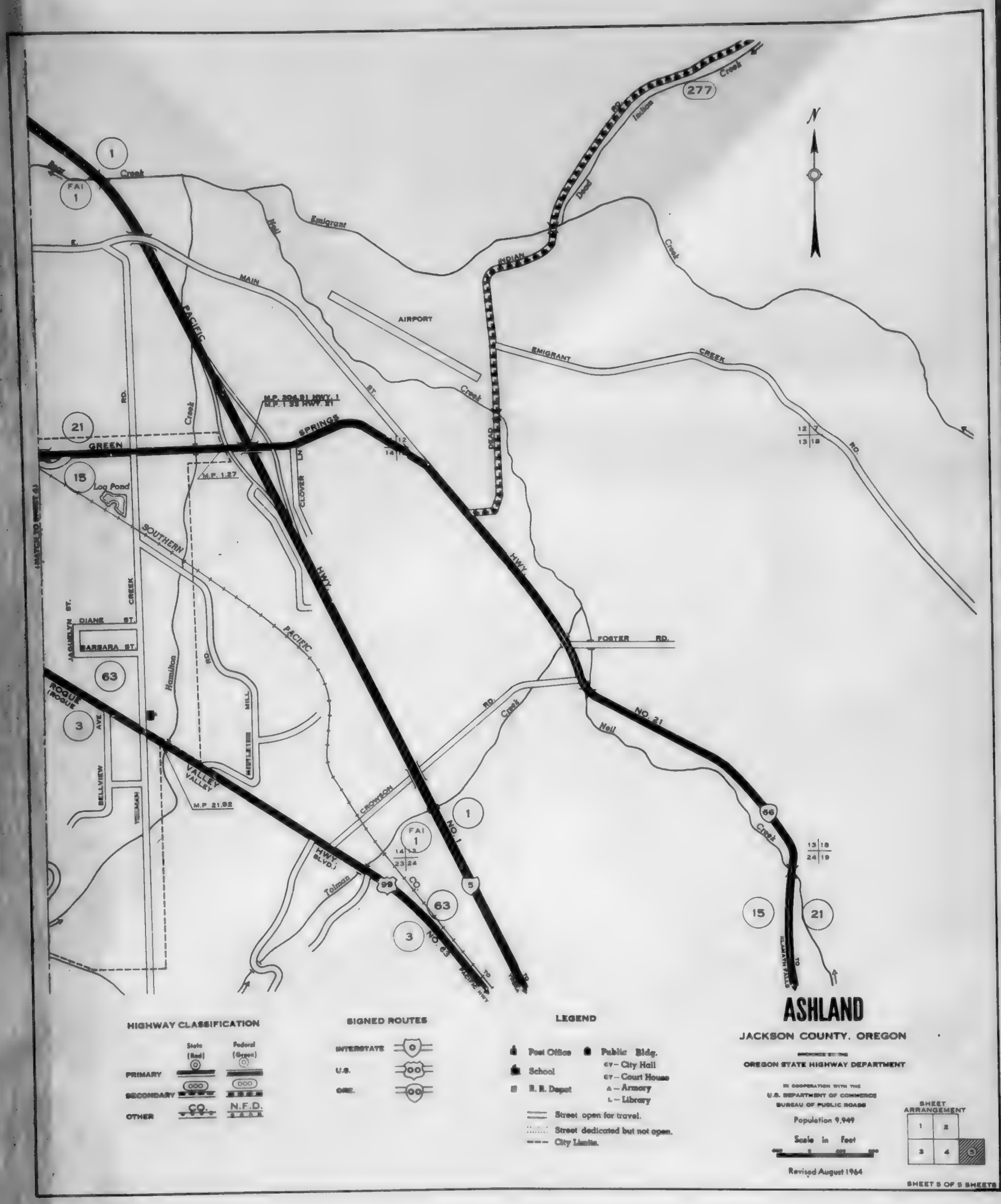
Scale in Feet

Revised August 1964

SHEET ARRANGEMENT



SHEET 4 OF 5 SHE



HIGHWAY CLASSIFICATION

	State (Red)	Federal (Green)
PRIMARY		
SECONDARY		
OTHER	CO.	N.F.D.

SIGNED ROUTES

INTERSTATE

U.S.

ORE.

LEGEND

- Post Office
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- School
- R. R. Depot
- Street open for travel.
- Street dedicated but not open.
- City Limits.

ASHLAND

JACKSON COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 9,949

Scale in Feet

Revised August 1964

SHEET ARRANGEMENT

1	2
3	4

SHEET 5 OF 5 SHEETS

A 209-14 7/64 GREEN SPRINGS HWY. INTERCHANGE

Oregon State Highway Dept.
TRAVEL DIVISION
AERIAL VIEW
A-209-14
DATE FLOWN SEP 25 196-
PHOTOGRAPHER GENE KINNEY

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
417 Cottage St. N.E.
Salem, Oregon 97301

Steve Edwards

T. Dec

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: September 10, 1964

In reply refer to: 08-35.2-DB

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Proposed Illumination of Green Springs Interchange I-5
near Ashland, Oregon.
Re: Mr. Tom Edwards' letter of August 28, 1964

We concur with your general plan regarding the subject proposal. Before giving final approval of this illumination we would like a plan of the lighting to be accomplished by the State with Interstate financing at the interchange, and a sketch of the proposed work to be done by the city of Ashland.

The plan and sketch should be similar to those you submitted when requesting approval of the illumination at the East Grants Pass interchange.

We would suggest that you include in your letter transmitting the plan and sketch to us, your comment on the large development that is underway in the vicinity of this interchange.

6 FD [illegible]

Copy to Steve
9-11-64

[illegible]
T. EDWARDS

RECEIVED
SEP 1[illegible] 1964
[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

4697

"B" 1563+01.76 P.S.

62' to Lt 1559+30 P.O.T.
"B" - Δ 2°28' Lt - P.I.

S. 27° 37' E.

1560

S. 25° 09' E.

S. 20° 59' E.

R/W Line

T. 39 S., R. 1 E., W.M.

Install Const. R
Whe

4° C
TΔ
Ts 2
Ts, 3

4° C.L.
TΔ 11°30'
Ts 264.37'
2-240' Sps.
S 4°48'
a 1.667

240' Sp.
S 4° 48'
a 1.667

"B" 1563+01.76 P.S.

"B" 1565+41.76 P.S.C.

"B" 1565+89.26 P.C.S.

"B" 1568+29.26 P.T.

"B" 1568+46.39 P.S.

"B 1570+86.39 P.S.C.

Const. Guard Rail - 5

"B" LINE

12'

4'

S. 39°07' E.

(39')

1572+37.79 P.O.T.
℄ Gr. Sps. Hwy. Str.

1565

(54')

NORTH BOUND

1570

SOUTH BOUND

Const. Guard Rail - 150'

M.

To Klamath Falls

Const. Identification Sign
Where Directed

4° C.R.
Tᐃ 16°
Ts 207.41'
Ts, 315.41'

4° C.R.
Tᐃ 6°48'
Ts 99.32'
Ts, 191.00'

240' Sp.
S 4°48'
a 1.67

"B" 1573+66.39 P.T.
℄ Gr. Sps. Hwy.

"C" 1573+40.44 P.C.
℄ Gr. Sps. Hwy.

HIGHWAY

"C" 1573+90.44 P.C.S.

"C" 1576+30.44 P.T.

"C" 1576+35.00 P.S.C.

"C" 1578+75.00 P.S.C.

Rail - 500'

(39') R.150'

R.55'

R.55'

Const. Guard Rail - 300'

12'

30' R.

(39')

4'

S. 8°59' E.

"C" LINE

(39')

O.T.
Str.

Const. Guard Rail - 150'

(54')

1575

(54')

(54')

SPRINGS

"E" 1576+48.64 P.O.S.T.=
℄ Frontage Road

4'

9'

N. ASHLAND INTER. – S. ASHLAND INTER. SEC. PACIFIC HIGHWAY JACKSON COUNTY				SHEET No. 5A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-1(44)12		See Index

4° C.L.
Ts 12°00'
Ts 270.70'
2-240' Sps.
S 4°48'
θ 1.667

"C" 1579+35.00 P.C.S.

"C" 1581+75.00 P.T.

62' Lt. 1583+60 P.O.T.
"C" – Δ 4° 10' Lt. – P.I.

CLOVER LANE

Const. Guard Rail - 37.5'

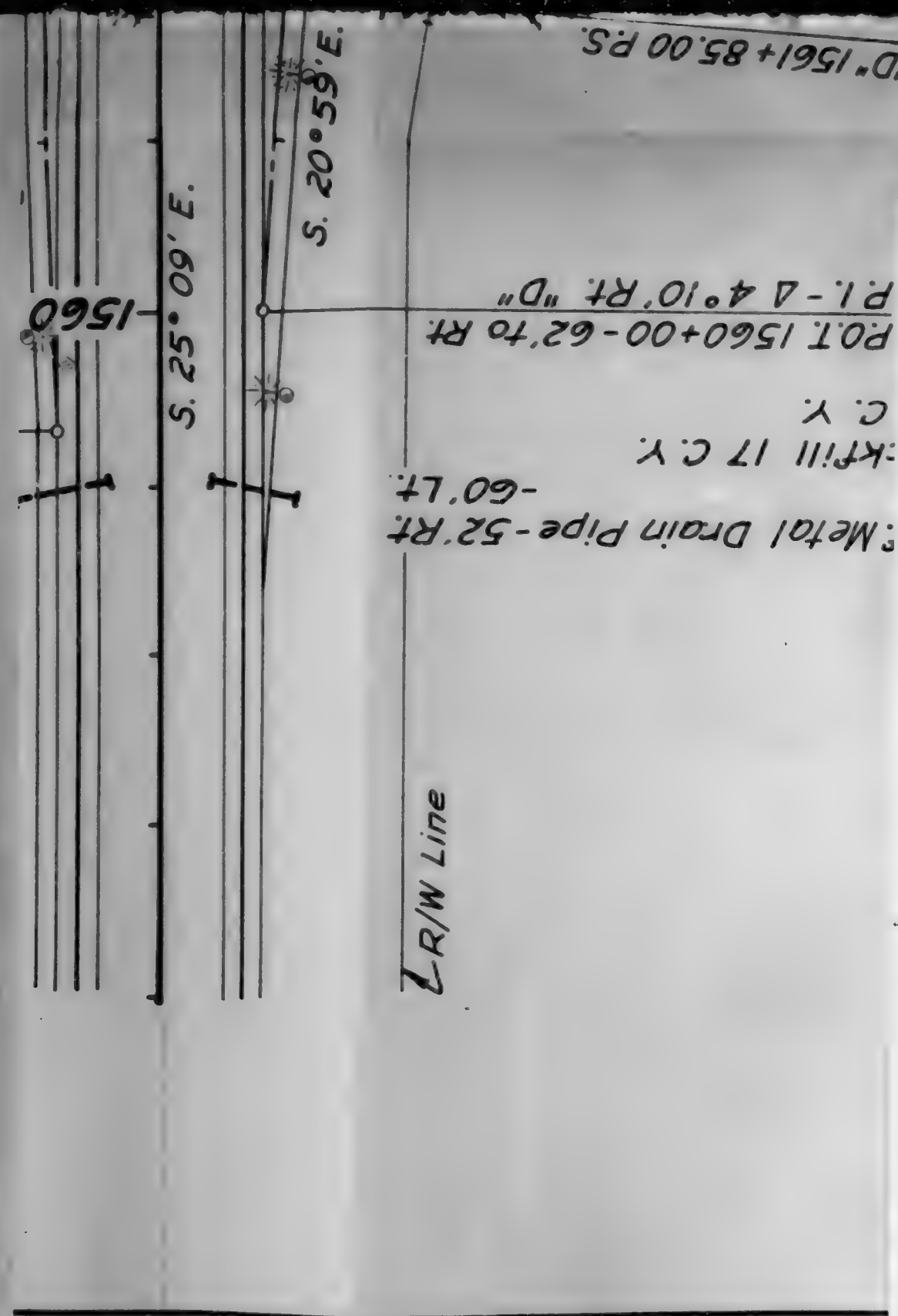
R/W Line

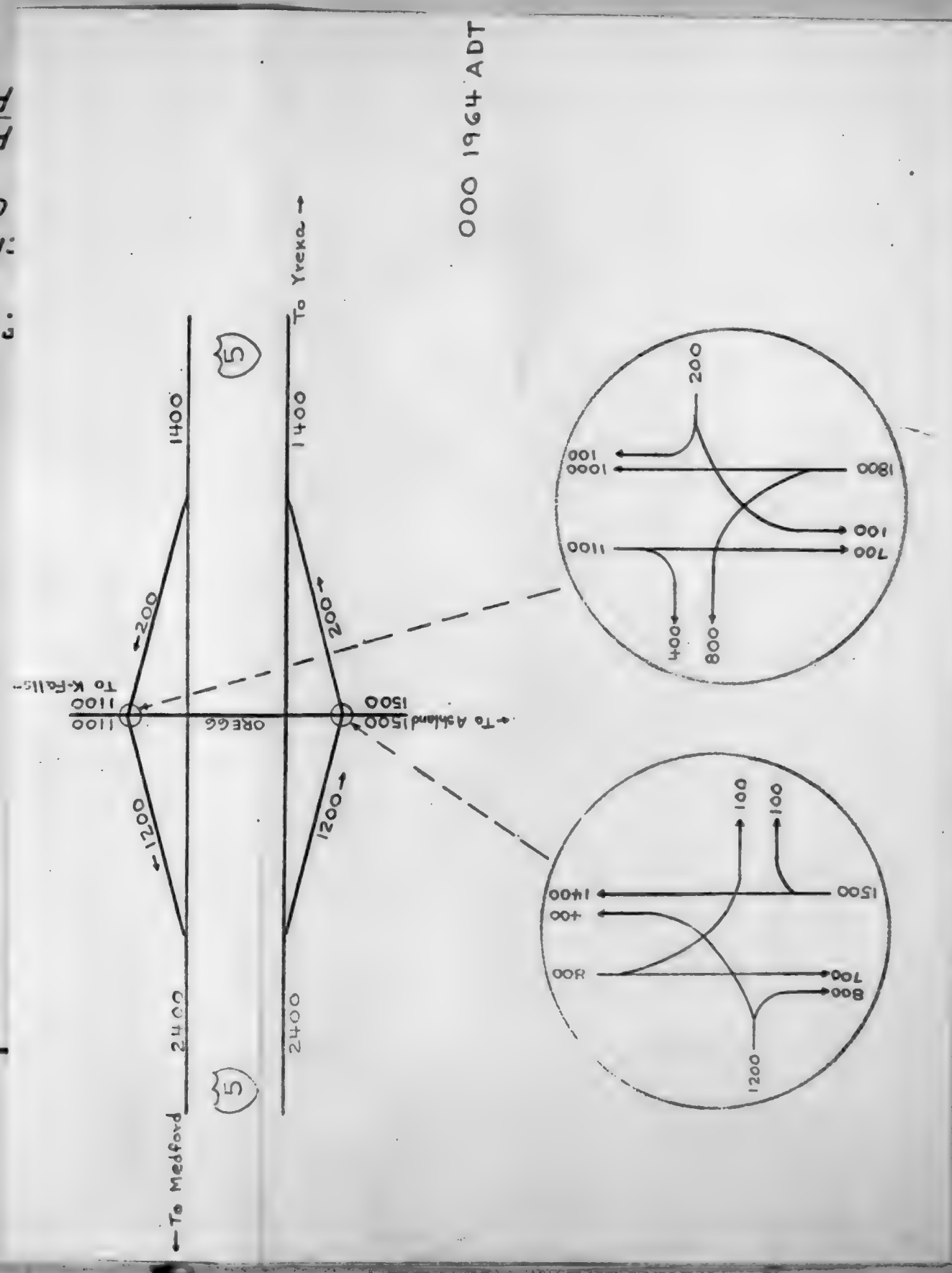
S. 20° 59' E.

1580

1585

S. 27° 37' E.


"D" 1561+85.00 P.S.
S. 20°58' E.
S. 25° 09' E.
1560
P.O.T. 1560+00 - 62' to Rt.
P.I. - Δ 4°10' Rt "D"
C. Y.
-KFIII 17 C. Y.
-Metal Drain Pipe - 52' Rt.
-60' Lt.
L R/W Line


000 1964 ADT
(5)
To Yreka
1400
1400
200
200
1200
1200
2400
2400
To Medford
1100
To K-Falls
1500
OREGON
1500
To Ashland
200
100
1000
1800
100
700
1100
400
800
1500
1400
400
800
700
800
1200
100
100

NORTH BOUND

SOUTH BOUND

1565

(54)

1570

(54)

(39)

S. 8° 59' E.

Const. Guard Rail

"D" LINE

12'

4'

"D" 1561+85.00 P.S.

"D" 1564+25.00 P.S.C.

"D" 1564+85.00 P.C.S.

"D" 1567+25.00 P.T.

"D" 1567+45.77 P.S.

"D" 1569+85.77 P.S.C.

4° C.R.
Ta 12°00'
Ts 270.70'
2-240' Sps.
S 4°48'
a 1.667

240' Sp.
S. 4°48'
a 1.667

N. 88° 20' W.

4° C.L.
Ta 10°30'
Ts 140.86
Ts, 242.50

To Ashland

1575

(54')

SPRINGS

(54')

"E" 1576+48.64 P.O.S.T.=
℄ Frontage Road

Rail - 150'

Const. Guard Rail-150'

2%

S.40° 07' E.

R.55'

12'

4'

"E" LINE

30'R.

R.55'

GREEN

P.T.=

"D" 1571+28.27
℄ Gr. Sps. Hwy.

℄ Gr. Sps. Hwy. 38 P.C.

"E" 1570+98.38 P.C.S.

"E" 1573+53.38 P.C.S.

+60, Inst. 6" Perf. Metal Dr. Pipe-52' Rt.
-52' Lt.

Special Backfill 16 C.Y.
Dr. Exc. 17 C.Y.

"E" 1575+93.38 P.T.

"E" 1576+05.74 P.S.

1574 P.S.C.

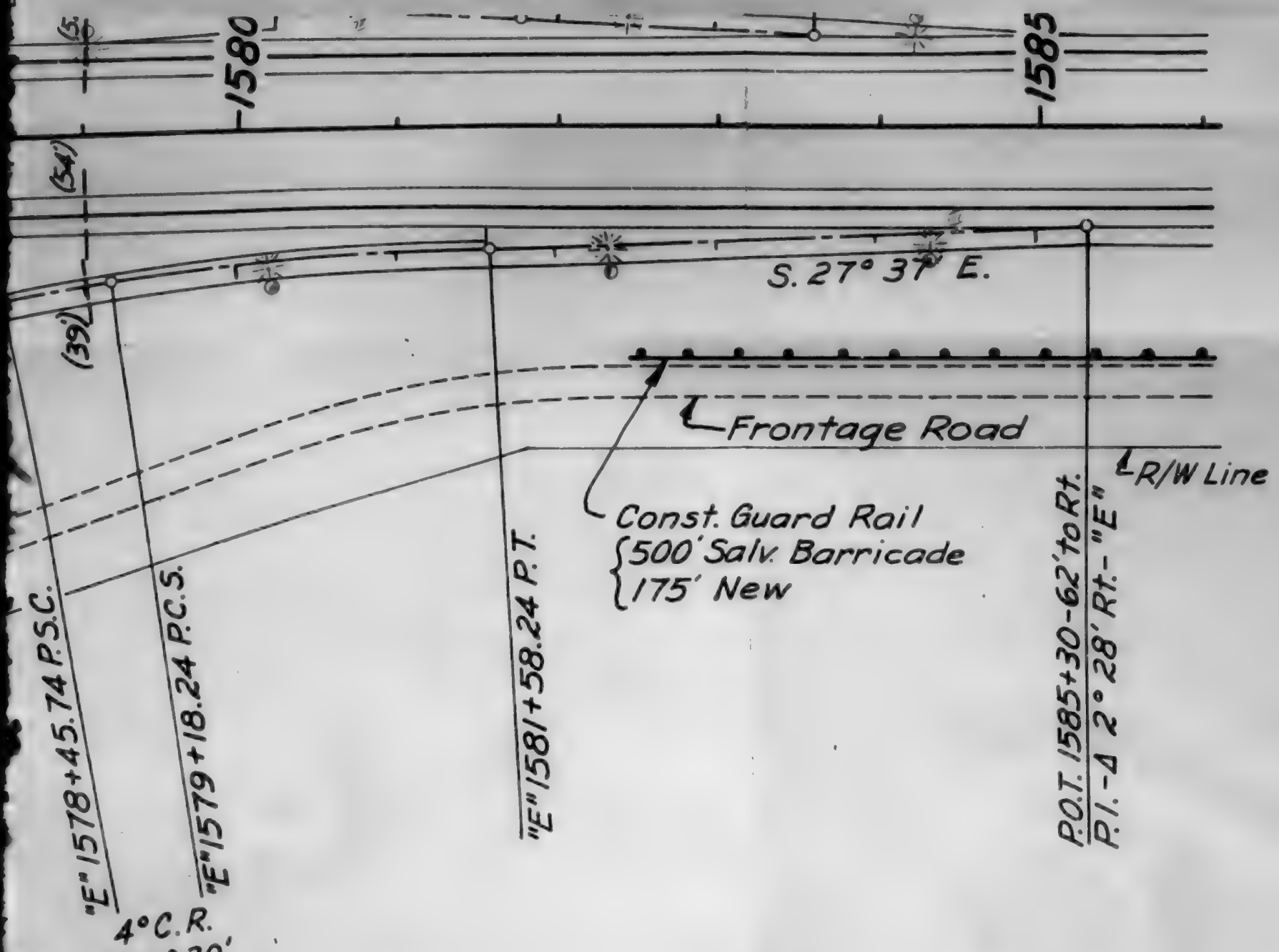
240' Sp;
S4° 48'
a 1.667

4° C.L.
TΔ 15°00'
Ts 195.08'
Ts, 302.26'

C.L.
°30'
0.86'
2.50'

Install Const. Identification Sign
Where Directed

GREEN SPRINGS HI



(Length) ———— Inst. 1½" Galv. Ridgid Electrical Conduit - 5

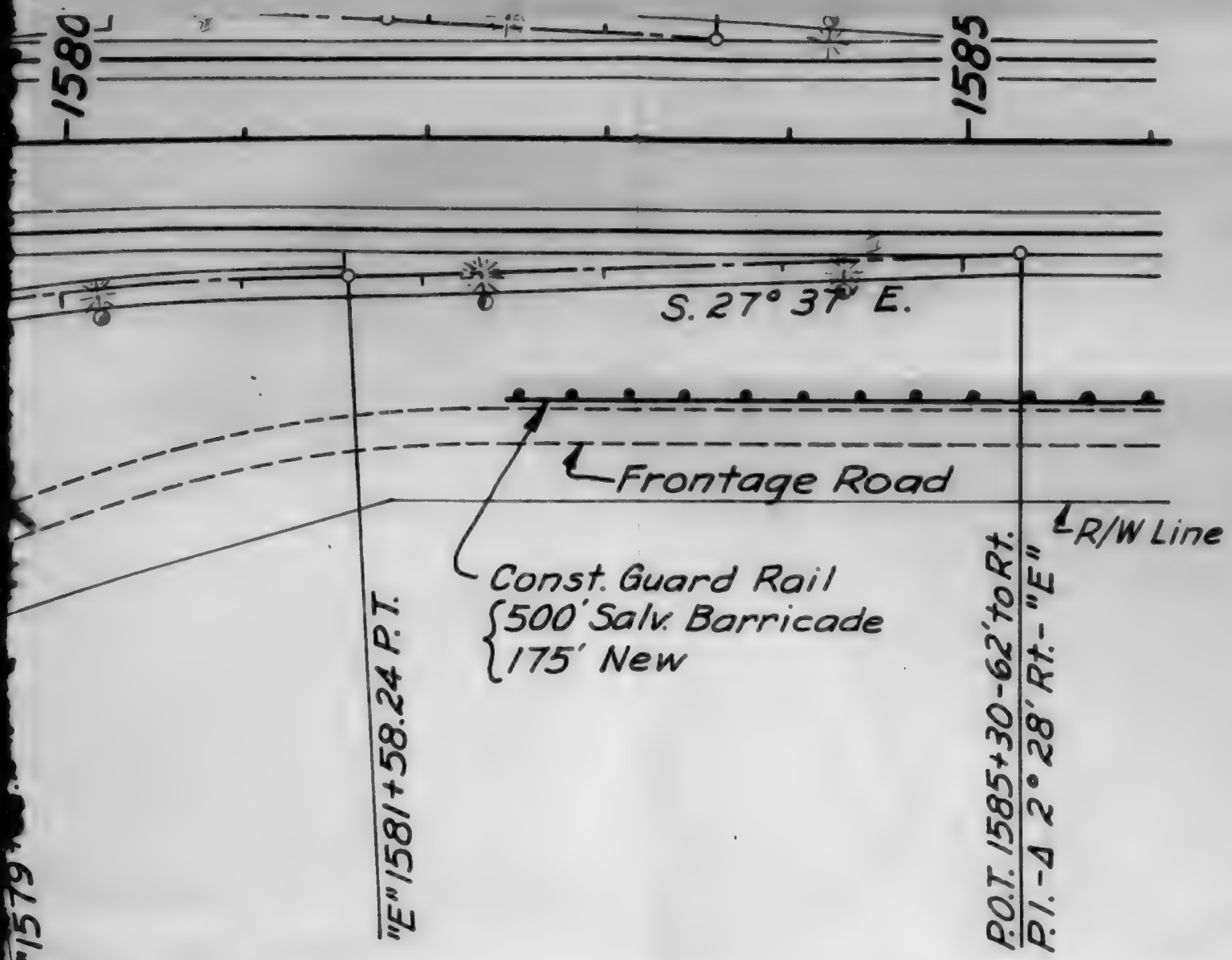
ESTIMATED COST STATE INSTALLATION	
Illumination (Steel Poles)	$20,000.

Proposed Mercury-Vapor Luminaire, Type II or III, 21,500 Lumen

Proposed Mercury-Vapor Luminaire, Type II, 11,800 Lumen

Proposed Temporary Mercury-Vapor Luminaire, Type II, 21,500 Lumen
From US99 Jct. & Oregon 66 by City of Ashland

HIGHWAY INTERCHANGE



(Length)———Inst. 1½" Galv. Ridgid Electrical Conduit -558'

ESTIMATED COST STATE INSTALLATION	
Illumination (Steel Poles)	$20,000.

Proposed Mercury-Vapor Luminaire, Type II or III, 21,500 Lumen

Proposed Mercury-Vapor Luminaire, Type II, 11,800 Lumen

Proposed Temporary Mercury-Vapor Luminaire, Type II, 21,500 Lumen
From US99 Jct. & Oregon 66 by City of Ashland

WAY INTERCHANGE

RECEIVED
SEP 3 - 1964
FOR FILING

City Electrical Supt. September 1, 1964

County Court
Jackson County Court House
Medford, Oregon

Attn: Judge Miller:

Gentlemen:

At a meeting held at the Bard's Inn in Ashland last month the feasibility of providing highway lighting from the Interstate 5 interchanges into Ashland was discussed. At that time it was decided that the estimated cost of providing such lighting to meet state specifications for eligibility for interchange illumination should be investigated.

Attached is a memorandum showing the type of lighting that will meet state requirements and the estimated cost of installing and maintaining this lighting. Continuous lighting from the Valley View Exit (north Ashland) to Ashland would be entirely outside the city limits since adequate highway lighting exists on into the center of town. From the south Ashland exit into town it would be necessary for both city and county extension to meet state standards. From the Greensprings Exit into town is, of course, entirely within the city limits.

The dollar figures are self-explanatory and are only approximations since a detailed highway lighting layout would be required for more accurate price determination.

We would be happy to meet with you and the Motel Owners Association at your convenience to discuss this matter further.

Copy to Paul 9-3-64

RECEIVED
SEP 2 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Yours truly,

G. L. Boshears
Electrical Supt.
City of Ashland

August 26, 1964

MEMORANDUM

SUBJECT: Estimated cost of highway lighting from Interstate 5 interchanges to Ashland.

To meet Oregon Highway Department requirements it would be necessary to maintain a minimum lighting level of 0.6 foot candle on the traffic lanes from the interchange into the city proper. For the existing two 12 foot traffic lanes plus 10 foot shoulders on each side it would be possible to use 21,000 lumen, (400 watt) mercury vapor luminaires on 8 foot mast arms mounted on wood poles placed on one side of the road near the edge of the shoulder and spaced approximately 180 feet apart. For the section of Highway 99 that is 4 lane it would be necessary to install lighting on both sides of the road. The following estimates are based on these specifications.

In areas outside the Ashland city limits it would be necessary to negotiate with Pacific Power and Light Company for installation and maintenance of lighting. At present they have three classes of service that could be used, depending on ownership of the units and maintenance of same. It appears that "Class C Overhead" would have the greatest advantage since P. P. & L. would own, install, maintain and provide energy for $6.50 per month per fixture. Using this figure the monthly cost would be estimated as follows:

A. North Ashland Exit - from interchange to existing lights near the S. P. overpass, approximately 4200 feet requiring 36 lights. Total cost: $234.00 per month.

B. South Ashland Exit:
   1. From interchange to Ballview School (city limits) is approximately 9000 feet requiring 50 lights. Total cost: $325.00 per month.

   2. From the city limits to existing Boulevard lighting is approximately 7000 feet, requiring 40 lights. Total cost: $260.00 per month for the City of Ashland.

C. Greensprings Exit - from interchange to Boulevard lighting is approximately 6500 feet requiring 36 lights. Total cost: $234.00 per month for the City.

A summary of the proposed lighting would indicate a total cost per month for the County of about $559.00 and for the City of Ashland of about $494.00. Of course, detailed estimates would have to be worked out with both Pacific Power and Light and with the City of Ashland Electric Department.

RECEIVED
SEP 3 - 1964
FOR FILING

August 28, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

This is to request your approval to install 100 per cent illumination at the Green Springs Interchange on I-5 in the Ashland vicinity as a Federal participating project. I refer you to the enclosed map for orientation.

In regard to warrants and with respect to those listed in AASHO's "An Informational Guide for Lighting Controlled Access Highways", such illumination qualifies under Cases "G" and "K".

This has been discussed with Ashland city officials, who indicate that they will cooperate to the extent of providing lineal illumination on the section of the Green Springs Highway from the interchange to the junction with Siskiyou Boulevard (US99). The City has already provided very high type illumination along Siskiyou Boulevard from the city center southerly to a point beyond the junction of Siskiyou Boulevard (US99) and the Green Springs Highway (ORS66). On the enclosed map there is indicated in color legend the lighting which would be performed by the City at their expense and the interchange lighting for which we are requesting approval with respect to the interchange proper.

The City is in the process of annexing additional area easterly to and beyond I-5 and will, in all probability, carry illumination easterly of the interchange along Green Springs Highway (ORS66).

The City has indicated their willingness to stand all installation, maintenance and power consumption costs on illumination of the Green Springs Highway (ORS66), plus power consumption costs for the illumination of the interchange.

The Green Springs Highway (02866) is currently a two-lane facility and there are tentative plans on the part of the Highway Commission to improve to four-lane section at such time as funds are available. The City has asked that in connection with their portion of the illumination, they be permitted to install temporary lighting with the understanding that at such time as the Green Springs Highway is improved to four lanes, they will install permanent high type luminaire units meeting our specifications.

I will appreciate your consideration and approval for the illumination project as outlined, subject to later submission of detailed illumination plans for both the City unit of work as well as for the interchange lighting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
F. B. Crandall

FBC:pk:njc jw

HIGHWAY CLASSIFICATION

	State (Red)	Federal (Green)
PRIMARY	◎	◎
SECONDARY	○○○	○○○
OTHER	CO.	N.F.D.

SIGNED ROUTES

INTERSTATE ◎
U.S. ○○○
ORE. ○○

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- CH – City Hall
- CT – Court House
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

ASHLAND

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 9,286

Scale in Feet

400 0 400 800

May 1963

SHEET 4 OF 5 SHEETS

HIGHWAY CLASSIF

	(Red)
PRIMARY	◎
SECONDARY	○○○
OTHER	CO.

HIGHWAY CLASSIFICATION

	State (Red)	Federal (Green)
PRIMARY	◎	◎
SECONDARY	◎	◎
OTHER	CO.	N.F.D.

SIGNED ROUTES

INTERSTATE ⬡

U.S. ⬡

ORE. ⬡

LEGEND

- Post Office
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ASHLAND

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 9,286

Scale in Feet

May 1963

SHEET 5 OF 5 SHEETS

RECEIVED
AUG - 6 1964
FOR FILING

August 5, 1964

Mr. E. C. Biegel
City Superintendent
City Hall
Ashland, Oregon

Dear Mr. Biegel:

Following up on the meeting of July 30 with you and other City officials with Mr. F. B. Crandall of our department, I set down hereinafter the several items of discussion and the disposition to be made with respect thereto:

1. Interchange Illumination - I-5 - Green Springs (ORE66) Interchange: Under Bureau of Public Roads' regulations, the only basis on which this could be accomplished would be through cooperative arrangement wherein the City would install, at its expense, lineal illumination on ORE66 from Siskiyou Boulevard (US99) to I-5 - Green Springs Interchange and assume maintenance and power costs, plus power consumption costs for the interchange lighting proper. Interchange lighting would be installed and maintained by the State. Such cooperative venture would have to be covered by formalized agreement and subject to the approval of the Bureau of Public Roads.

The type of lighting on the City's unit would have to meet the same requirements as those for the interchange lighting installed by the State. These specifications call for a minimum basic level of 0.6 foot-candles over the pavement area. Allowing for luminaire maintenance factor, a minimum of 0.8 foot-candles should be provided initially.

The question of possible future four-laning of ORE66 and your hesitancy to install permanent lineal lighting to the specifications has been raised. It could possibly be arranged wherein the City would install temporary lighting pending possible future widening, with the understanding that at such time as the improvement was accomplished, the City would make a permanent installation meeting the specifications set forth. The first step in implementing this program would be for you to submit to this office a plan indicating

proposed temporary illumination for review and submission to the Bureau. I reiterate that this over-all cooperative project is subject to the approval of the Bureau.

2. Addition of "DOWNTOWN": Notwithstanding this has been used on some of the signs in the Medford vicinity, its use has been disapproved by the Bureau and failure to comply with this decision can result in withholding of Federal participating monies on Interstate construction. The existing "Downtown" suffix message will have to be deleted.

3. "Tourist Information": As explained in the discussion of this sign, our department did petition AASHO for approval of these signs and we have only recently received formal notification in the negative. We have, even in the face of this denial, installed these signs. At some date not yet determined, these signs will be removed throughout the state.

4. "Southern Oregon College NEXT RIGHT": This sign is presently in place directed to southbound traffic in advance of the Green Springs Interchange and we will proceed with the installation of a like sign directed to northbound traffic in advance of the Green Springs Interchange. This sign had been previously planned at the South Ashland Interchange and was not installed due to construction activities.

5. "Gas - Food - Lodging": In accord with the thinking expressed, we will delete this particular sign message in the signing directed to northbound traffic in advance of the South Ashland Interchange.

With respect to the existing "Gas - Food - Lodging" sign directed to southbound traffic in advance of the North Ashland Interchange, there was some difference in thought on retaining this; however, it was my understanding that it was the final decision to leave it in for the present.

6. "Ashland NEXT 2 MILES": It is understood that installation of this particular type of sign will not be necessary in that the existing "Ashland NEXT 2 EXITS" directed to southbound traffic on the approach to the North Ashland Interchange and the "Ashland NEXT 3 EXITS" directed to northbound traffic south of the South Ashland Interchange to be installed would suffice.

7. "Ashland" addition to existing "Valley View": We will proceed with the addition of "Ashland" to the "Valley View" sign directed to northbound traffic in advance of the North Ashland Interchange. This addition will be included on both the one-mile advance sign and the sign at the exit ramp.

I believe the foregoing covers all the points of discussion and action to be taken. Before proceeding, however, I would appreciate receiving confirmation on signing adjustments and additions as set forth herein.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
H. H. Bothman
L. R. Chandler

FEC:mjc/TE:jv

FORM E-20 20M 5-62 42908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 31, 1964

SUBJECT: Ashland Meeting
Re: Signing & Lighting
Interstate 5

To:

Tom Edwards
Assistant Highway Engineer
BUILDING

I did on Thursday, July 30, meet with the Ashland people to discuss signing and illumination matters with respect to I-5. I held a prelim meeting with Biegel and Ayre, City Superintendent and Assistant Superintendent respectively, at 11:00 am and subsequently met at a luncheon with the aforementioned, plus sundry other city officials and citizenry. Those present at the meeting were as follows:

Gordon Brooks	Bureau of Public Roads
F. B. Crandall	OSHD
Glen L. Clark	OSHD
E. C. Biegel	City Supt., Ashland
Robert H. Ayre	Asst. City Supt.
Leo van Dyke	Pres., Ashland Chamber of Commerce
Emmett Whitham	Councilman, Ashland
Duane Baker	Councilman, Ashland
E. C. McGill	Southern Oregon College

The outgrowth of discussions had on the signing and illumination requests and decisions with respect thereto I believe are pretty well set forth in the attached Suggested-Draft of a letter to Biegel.

The Chamber of Commerce man, Van Dyke, was pretty much the leader of discussions as to what their problems were, and dwelt not so much on the need of additional signs per se as he did on equal treatment as accorded other cities -- notably Medford and Grants Pass.

In this regard, we can give them about everything they ask for except the "Downtown" suffix and the "Tourist Information" signs. I explained the situation on this, namely that they were not approved signs insofar as the Bureau and/or AASHO were concerned and indicated that they would have to be removed or we would risk losing federal participation. Their only follow-up question (on which I rather hedged since I didn't know the story) was "How soon will they be removed?".

On the illumination, they talked in terms of illuminating all three of the Ashland Interchanges, however, I suggested that they concentrate on the Green Springs Interchange in that the other two would involve extended runs of lineal lighting on the connections down to the interchange involving the County as well as the City; they admitted they were a little dubious about the County having enough money for their share in any cooperative lighting project.

I have set the attached suggested acknowledgement up indicating we would wait until we had received a written confirm; whereas, you may wish to proceed forthwith in implementing the changes, additions, etc., with respect to the signs.

With regard to the "Downtown" and the "Tourist Information" signs, I did look in on Bob Duff in Medford, and forewarned him on what was coming with respect to possible removal of these signs. He did not seem particularly preturbed about deletion of the "Downtown", but did indicate the Chamber of Commerce people would undoubtedly be unhappy on removal of the "Tourist Information" signs.

F. B. Crandall
Traffic Engineer

FBC:njc
Attachment

RECEIVED
FEB 28 1964
E. S. Fil.
I-03-14-114
4-C-3

February 26, 1964

Mr. Elmer C. Biegel
City Superintendent
City Hall
Ashland, Oregon

Dear Mr. Biegel:

I have examined the plan which you submitted for improvement and, particularly, lighting of Siskiyou Boulevard from a point near the Ashland Junction southerly for about four or five blocks.

I find your plan presupposes the widening of the section in question to four lanes. I must advise you that we have no objection to the lighting plan; in fact, we think it is very good and should be continued as you propose as an extension of the existing median lighting on Siskiyou Boulevard. However, we cannot foresee in the early future the possibility of programming sufficient funds to make the roadway improvement.

I would suggest, therefore, that the lighting plans be held in abeyance for the present.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:jw

bc Forrest Cooper
R. L. Porter
F. B. Crandall
L. R. Chandler

23-8327 Ontario Rock Prod. Proj., 1965
Old Oregon Trail & Olds Ferry-
#6564 Ontario Hwys.

RECEIVED
JAN 13 1966
FOR FILING

23-8227
6564

December 15, 1965

N. A. Teele Construction Company
1235 S. W. 2nd Avenue
Ontario, Oregon

#6

Gentlemen:

The State Highway Commission at its meeting on December 14 considered your request for an extension of the specified completion date from September 15 to October 8, 1965, to complete Contract No. 6564 for the Ontario Rock Production on the Old Oregon Trail and Olds Ferry-Ontario Highways in Malheur County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lm
cc A. F. Parsen
P. F. Barnett
F. D. Morgan
L. H. Young
C. H. Malsom

FORM H-80 BDM 3-65 SP*6470-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 12, 1965

SUBJECT:

To:
Mr. F. B. Klaboe
Asst. State Highway Engineer
B U I L D I N G

Extension of Time
Ontario Rock Production Project
Old Oregon Trail & Olds Ferry-
Ontario Highways
Contract No. 6564

Attached is a request from N. A. Toole Construction Company, contractor on the subject contract, for an extension of the specified completion date from September 15 to October 8, 1965 without the assessment of liquidated damages. The contractor's request is based on delays occasioned by damp materials in the material source and a delay caused by a large electric motor which burned out and which they were unable to replace.

On June 17, 1965 this contractor requested an extension of time from July 15 to September 15, 1965 which was subsequently granted by the Highway Commission on July 13, 1965. This earlier request was based on the fact that the material source was in an excessively wet condition making production difficult. Because the sanding material, which was to be produced under this contract was not needed at the time, we recommended that the contractor be granted an extension. This provided a better end product and the State was not harmed by the extension requested.

The contractor's present request is based on the same reason previously given and in addition he cites an equipment breakdown. The breakdown of equipment cannot be considered as a valid reason for a time extension as this is a normal hazard in any contracting operation. We feel that the contractor's earlier request which covered an extension of two months should have been more than adequate to produce the material required under the contract. We therefore recommend that this request for additional time be denied.

This project was completed October 8, 1965 which is 23 calendar days beyond the extended completion date approved by the Commission. This overrun amounts to $1,150.00 in liquidated damages.

This is a State contract and Bureau of Public Roads concurrence is not required. A rough draft of the letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John Bond

John Bond
Staff Assistant

DES:nh

Attachment

RECEIVED
NOV 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

B—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 11, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 9/15/65 days to 10/8/65 days, within which to complete our Contract No. 6561, without the assessment of liquidated damages. The said contract is described as follows:

Ontario Rock Production Project

~~The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:-~~

Because of damp materials in the pit we were unable to attain our calculated production during the operation of this job. We had not operated put of this location before but had, during the past ten years, produced crushed materials in adjoining pits from like materials and they had become considerably drier at this time of the year. It is probable the dampness was caused by adjoining irrigation.

Also, we lost approx. 8 days time because of the "burning out" of a large electric motor that we were unable to replace. This was not ordinary equipment "lost time" in as much as a breakdown of this nature is very unusual.

Respectfully submitted,

N. A. Toole Construction Co.
Contractor

By N A Toole
N. A. Toole, Mgr.

CONSENT OF SURETY

Date October 20, 1965

We, General Insurance Company of America,

Seattle, Washington, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Albert A. Anderson
Attorney-in-fact

Albert A. Anderson (SEAL)
Resident Agent

GEORGE A. ATKINSON INS. AGENCY

Albert A. Anderson

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6564 Contractor N. A. Toole Construction Co.

Highway Old Oregon Trail and Olds Ferry-Ontario

Section Ontario Rock Production

Kind of Work rock production

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~GRANTED~~ The reasons for such recommendation are as follows:

~~Recommend it be granted to September 30, 1965 on the basis of our letter of May 13, letter of June 30 from John Bond to Mr. Klaboe, letter of July 7 from Mr. Porter to the State Highway Commission, all of which stated that the material would not be needed until after September 30.~~

Previous extension of two months is considered more than adequate time to produce required material. Equipment breakdown is not a valid reason for granting an extension of time.

Recommended for Approval:

/s/ H. D. Carlton
Division Engineer

/s/ Chas. A. Bond
for Construction Engineer or Bridge Engineer

/s/ J. R. Klaboe
State Highway Engineer

Contract No. 6564

Project designation State (State-Federal)

Date awarded April 8, 1965

Work started May 4, 1965

Per cent completed 100 10-8-65 (Date)

No. of Workdays Allowed September 15, 1965

No. of Workdays Used October 8, 1965

No. of Added Workdays Requested ~~XXX~~ 0

RECEIVED
NOV 23 1965
FOR FILING
23-8327
6564

November 23, 1965

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6564 awarded to N. A. Toole Construction Company for rock production on the Ontario Section of the Old Oregon Trail and Olds Ferry-Ontario Highways in Malheur County was completed on October 8, 1965, and accepted by the Highway Commission on November 22, 1965.

Final payment in the amount of $1,593.90 will be released to the contractor after December 1, 1965. The total contract amount is $29,900.10 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc N. A. Toole Construction Co.
1235 S. W. 2nd Avenue
Ontario, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 23 1965
FOR FILING

23-2361
6564

November 22, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed October 8, 1965, on Contract No. 6564. The contract was with E. A. Teale Construction Company and was for rock production on the Ontario Section of the Old Oregon Trail and Olds Ferry-Ontario Highways in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 22, 1965, and that you concur in this procedure at the Commission meeting December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
P. D. Morgan
C. H. Maison
L. H. Young
A. F. Parson

bg

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FOR FILING

8:7
6464

November 19, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 6
December 14, 1965 Meeting

Gentlemen:

E. A. Teale Construction Company, contractor on the Ontario rock production project on the Old Oregon Trail and the Olds Ferry-Ontario Highways in Malheur County, Contract No. 6564, requests an extension of the specified completion date from September 15 to October 8, 1965.

This contractor was granted an extension of the original completion date of July 15 to September 15 by your action of July 13, 1965. This request was based on an exceptionally wet material source which would have made a questionable product. Because this material was not needed at that time, the extension was granted. The contractor now cites this same reason as well as an equipment breakdown for requesting additional time.

A breakdown of equipment cannot be considered a valid reason and we feel that the contractor's earlier request, which covered an extension of two months, should have been more than adequate to produce the material required.

I recommend that this request for additional time be denied. The project was completed October 8, 1965, and $1,150 in liquidated damages have been assessed.

This matter will be on the agenda for your consideration at the December 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

DES:nh bg

B—320 (Rev.)—634—10-61

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 11, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 9/15/65 days to 10/6/65 days, within which to complete our Contract No. 6541, without the assessment of liquidated damages. The said contract is described as follows:

Ontario Rock Production Project

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Because of damp materials in the pit we were unable to attain our calculated production during the operation of this job. We had not operated out of this location before but had, during the past ten years, produced crushed materials in adjoining pits from like materials and they had become considerably drier at this time of the year. It is probable the dampness was caused by adjoining irrigation.

Also, we lost approx. 8 days time because of the "burning out" of a large electric motor that we were unable to replace. This was not ordinary equipment "lost time" in as much as a breakdown of this nature is very unusual.

Respectfully submitted,

N. A. Toole Construction Co.
Contractor

By N. A. Toole, Mgr.

CONSENT OF SURETY

Date October 30, 1965

We, General Insurance Company of America

Seattle, Washington, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Albert A. Anderson
Attorney-in-fact

(SEAL)

Albert A. Anderson
Resident Agent

Albert A. Anderson

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6564 Contractor N. A. Toole Construction Co.

Highway Old Oregon Trail and Ore. Ferry-Ontario

Section Ontario Rock Production

Kind of Work rock production

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED ~~GRANTED~~ The reasons for such recommendation are as follows:

~~[illegible]~~

Previous extension of two months is considered more than adequate time to produce required material. Equipment breakdown is not a valid reason for granting an extension of time.

Recommended for Approval:

H. S. Conte
Division Engineer

J. Kenneth Brady
For Construction Engineer or Bridge Engineer

ORIGINAL SIGNED BY
F. B. KLABOE
Assistant State Highway Engineer

Contract No.	6564
Project designation	State (State-Federal)
Date awarded	April 8, 1965
Work started	May 4, 1965
Per cent completed	100 10-6-65 (Date)
No. of Workdays Allowed	September 15, 1965
No. of Workdays Used	October 8, 1965
No. of Added Workdays Requested	0

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Ontario Rock Production	WEEK ENDING: October 22, 1965
		SECTION PREFIX: 23-8327
	HIGHWAY: Old Oregon Trail & Olds Ferry- Ontario	COUNTY: Malheur
NAME OF JOB: Ontario Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: N.A. Toole Construction Co.	CONTRACT NUMBER: 6564	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 8, 1965	DATE WORK STARTED: May 4, 1965	ESTIMATED COMPLETION DATE: October 8, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 34,650.00	SPECIFIED COMPLETION DATE: Sept. 15, 1965	PERCENT OF TIME ELAPSED: 114
EXCLUSIVE OF ENGINEERING: $ 32,186.00	ENGINEERING AUTHORIZATION: $ 2,464.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 29,779.38	ENGINEERING COST TO DATE: $ 2,464.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN / UNDERRUN: 7.5 %	PERCENT OF AUTHORIZATION: 100 %	DATE PROJECT WAS COMPLETED: October 8, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 C.Y.		
TOTAL QUANTITIES CORRECTED TO DATE			10,063.7 C.Y.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,063.7 C.Y.		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Contractor in process of moving crushing plant.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair, Showers			
TUESDAY	Fair			
WEDNESDAY	Overcast			
THURSDAY	Overcast			
FRIDAY	Fair			
SATURDAY				

RECEIVED
DEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity, Contractor moving crushing plant.
TUESDAY	" " " " " "
WEDNESDAY	" "
THURSDAY	" "
FRIDAY	" "
SATURDAY	

REMARKS

Semifinal completed and submitted to Division Office Tuesday A.M.
This will be the final report on this project.

P.F. Burnett

SIGNED P.F. Burnett
Resident Engineer

LOCATION 3280 East Idaho Ave.
Ontario, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
AUG 13 1965
FOR FILING

63-8327
6564

July 13, 1965

M. A. Tools Construction Company
1235 S. W. Second Avenue
Ontario, Oregon

3 1

7-13-65

Gentlemen:

The State Highway Commission, at its meeting on July 13, 1965, considered your request for an extension of the specified completion date from July 15, 1965, to September 15, 1965, to complete Contract No. 6564 for Ontario rock production on the Old Oregon Trail and Olds Ferry-Ontario Highways in Malheur County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request of an extension of the specified completion date from July 15, 1965, to September 15, 1965, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc A. F. Parsen
P. F. Burnett
F. D. Morgan
L. H. Young
C. H. Maison

FORM E-30 50M 3-65 SP°6670-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1965

SUBJECT: Extension of Time
Ontario Rock Production
Old Oregon Trail and Olds Ferry-Ontario Highways
Contract No. 6564

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached is a request from N. A. Toole Construction Company, contractor on the subject contract, for an extension of the specified completion date from July 15, 1965 to September 15, 1965 without the assessment of liquidated damages.

The contractor's request is based on the fact that the materials source for the crushed aggregates is in an excessively wet condition from winter and spring rains making production difficult. This contract is for 10,000 cu. yds. of 1/4-0 sanding material.

The materials to be produced on this crushing project will not be needed until sometime after September 30, 1965. By delaying the work and the subsequent completion date the contractor will be able to produce a better end product. This delay will allow the materials source to dry, making it possible to do a better screening job to remove the fines from the aggregate.

Since the material produced under this contract will not be needed until sometime after September 30, 1965, and a better product can be obtained by delaying the completion date of the contract, we recommend that the specified completion date be extended to September 15, 1965.

This is a State contract and Bureau of Public Roads concurrence is not required.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

DES:bjm
Attachments

cc: L. H. Young
A. F. Parson

RECEIVED
JUL 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 8 - 1965
FOR FILING

23-8327
6564

A

July 7, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 1
July 13, 1965 meeting

Gentlemen:

H. A. Teale Construction Company, contractor on the Ontario rock production project of the Old Oregon Trail and Olds Ferry-Ontario Highways in Malheur County (Contract No. 6566), requests an extension of the specified completion date ~~from~~ July 15, 1965 to September 15, 1965. The contractor has made his request in order to allow the materials source to dry so that a better finished product can be obtained. This contract is for 10,000 cubic yards of ¾-10 sanding material, and the materials to be produced under this project will not be needed until sometime after September 30, 1965. By delaying the completion date to September 15, 1965, the materials source will have dried considerably.

We recommend that the completion date be extended to September 15, 1965, without the assessment of liquidated damages. This is a State project. This matter will be on the agenda for your consideration at the July 13 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

DES:bjm

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 17, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ Calendar days from 7/15/65 ~~XXX~~ days to 9/15/65 ~~XXX~~ days, within which to complete our Contract No. 6561, without the assessment of liquidated damages. The said contract is described as follows:

Ontario Rock Production Project

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: We will be able to get a better finished product at this later date. The gravel pit designated as a source of materials is still damp with moisture from the Spring and Winter rains, and also recent rains. The pit will dry out considerably during the months of July and August and we will be able to get a better product at this later date. We will be able to do a better screening job in removing the 10 minus from the 1/4" - 10 designated size.

Respectfully submitted,

N. A. Toole Construction Co.
Contractor

By N A Toole
N. A. Toole

CONSENT OF SURETY

Date June 18th, 1965.

We, General Insurance Company of America.

Seattle, Washington, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Albert R Anderson
Attorney-in-fact

General Insurance Company of America. (SEAL)

Richard V Barnes
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6564 Contractor H. A. Tools Construction Co.

Highway Old Oregon Trail & Olds Ferry-Ontario

Section Ontario

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Material not needed until after September 30. Better product can be obtained by delaying completion of the contract.

Recommended for Approval:

H. J. Carlton
Asst. Division Engineer

Edward A. Bond
for Construction Engineer or Bridge Engineer

R. H. Baldock
State Highway Engineer

State Printing 27889

Contract No. 6564

Project designation State (State-Federal)

Date awarded April 8, 1965

Work started May 4, 1965

Per cent completed 25 on June 18, 1965 (Date)

~~Specified Completion~~ No. of Workdays Allowed July 15, 1965

No. of Workdays Used 72% of Time on 6/18

~~New Completion Date~~ No. of Added Workdays Requested 9/15/65

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MAY 24 1965
FOR FILING

6564

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 21, 1965

To: Mr. A. F. Parson
Division Engineer
State Highway Department
P. O. Box 850
LaGrande, Oregon 97850

ATTENTION: Mr. H. S. Coulter

SUBJECT: Request for Extension of Time
N. A. Toole Construction Co.
Ontario, Oregon

We concur in your recommendation to consider an extension of time for the Ontario Rock Production Project, Contract No. 6564. The standard request should be submitted for presentation through channels to the Commission.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:bjm

cc: F. B. Klaboe

NOTED
F.B. KLABOE

RECEIVED
MAY 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY,
WASCO
DAVID B. SIMPSON,
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
April 9, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

N A Teele Construction Co
1235 S. W 2nd Avenue
Ontario, Oregon

Gentlemen:

The State Highway Commission on April 8, 1963, awarded to you State Highway Contract No. 6564 for the following project:

Ontario Rock Production Project on Old Oregon Trail and Olds-Ferry-Ontario Highways in Malheur County.

This award was based on your low bid of $30,800 which was submitted to the Commission on April 6, 1965, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Frank Morgan
L H. Young
R.G Savage (SLAC)

ER-120(1) Weatherly Sec., Umpqua Hwy., 1965
East of Reedsport

#6565

RECEIVED
NOV 12 1965
FEDERAL AID

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRANKLIN, VICE CHAIRMAN
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FA-120(1)

6565

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Attached are copies of the consolidated progress voucher for Emergency Relief Funds for costs incurred by the State of Oregon Highway Department for the period of December 22, 1964, to October 31, 1965. These costs were incurred under Federal Aid Project No. ER 120(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
C. H. Maison
Controller

CHM:jc

Attachments

cc: L. H. Young
General Files

(MEMORANDUM) Voucher No. 6-Progress

FORM PR 20e (REV)
Form Approved by
Comptroller General, U.S.,
February 11, 1958

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PUBLIC VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED
(PPM 30-6)

VOUCHER NO.

BUREAU VOUCHER NO.

BUREAU SCHEDULE NO.

APPROPRIATION

PAID BY

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

ER 120(1)

PROGRAM APPROVED

December 22, 1964

CONTRACT NO.

VOUCHER PERIOD: FROM October 1, 1965 TO October 31, 1965

FOR PRO-RATA SHARE OF THE UNITED STATES FOR LABOR AND MATERIALS ACTUALLY PUT INTO THE WORK COMPRISING THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
			$86,768.99	$81,724.99	$5,044.00	
			$86,768.99	$81,724.99	$5,044.00	

PROGRESS - FINAL	Date	By
Field audit made		
Received Division Office		
Forwarded by Division Office		
Received Region Office		
Forwarded by Region Office		
Received W. O.		
Final forwarded to construction		
Fiscal review performed		
Passed for Payment		

Oregon

REASONS HELD:

C. H. Maison
Controller

USCOMM DC 45073 P61

STATEMENT OF LABOR AND MATERIALS

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Total Participating Costs:					
	Prefix 10-4409D				$45,378.37	
	Prefix 10-4509D				434.25	
	Prefix 10-4709D				7,999.01	
					$53,811.63	
	Pro-rata Percent				.6345	
	Sub-total Pro-rata from U.S.				$34,143.00	
	Contract Billing:					
	Prefix 10-1004				52,625.99	
	Total Pro-rata from U.S.				$86,768.99	

AMOUNT CARRIED FORWARD

FORM PR-29A

USCOMM DC 49073 P61

[FORMED
NOV 2 - 1965
FOR FILING

ER-120(1)
6565

November 2, 1965

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon

Gentlemen:

Contract No. 6565 awarded to S. A. Hutchins and Assoc. Construction Company for slide correction on the Weatherly Creek Section of the Umpqua Highway in Douglas County was completed on September 24, 1965, and accepted by the Highway Commission on October 29, 1965.

Final payment in the amount of $5,237.42 will be released to the contractor after November 9, 1965. The total contract amount is $100,383.78 including $2,630.76 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc

cc S. A. Hutchins & Assoc. Constr. Co.
P. O. Box 190
Sutherlin, Oregon

Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

L. H. Young
C. H. Maison - Attn: John Herr

ER-120(1)
6465

October 29, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed September 24, 1965, on Contract No. 6465. The contract was with S. A. Hutchins & Assoc. Construction Company and was for slide correction on the Westberly Creek Section of the Umpqua Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend you accept the project on this date.

This will be presented to you for confirmation at the Commission meeting on November 4.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Weatherly Creek	WEEK ENDING: October 1, 1965	
	SECTION PREFIX: 10-1004	
HIGHWAY: Umpqua	COUNTY: Douglas	
NAME OF JOB: Weatherly Creek	KIND OF WORK: Slide Correction	
CONTRACTOR: S. A. Hutchins and Assoc. Const. Co.	CONTRACT NUMBER: 6565	FEDERAL AID PROJECT NUMBER: ER 120 (1)
DATE OF CONTRACT: April 8, 1965	DATE WORK STARTED: April 26, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE 2, 1	PERCENT OF TIME ELAPSED: 136
PROJECT AUTHORIZATION: $120,804.18		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $112,213.66	ENGINEERING AUTHORIZATION: $8,590.52	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $101,677.94	ENGINEERING COST TO DATE: $7,530.62	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 9.4%	PERCENT OF AUTHORIZATION: 88 %	DATE PROJECT WAS COMPLETED: Sept. 24, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD
100	100	100	None	None	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.3	0.3			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.3	0.3			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	34,700 cy	14,850 cy	5,400 cy		
TOTAL QUANTITIES CORRECTED TO DATE	34,118 cy	14,360 cy	4,937 cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	34,118 cy	14,360 cy	4,937 cy		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

NOTED
F. B. KLABOE

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate was submitted to the Division Office October 1, 1965.

Final Report

SIGNED Bobby D. Johnson LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

SEP 29 1965

Form CD-121 (11-63) (Prsc. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-120(1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 20, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon ER-120(1)
Weatherly Creek Section
Umpqua Highway
State Force Order No. 1

Reference is made to your letter dated September 16, 1965 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

Attach.

REFERRED TO
Young Wlend
By Asst. State Hwy. Engr.
9-29-65

NOTED
F. B. KLABOE

RECEIVED
SEP 24 1965
OFFICE
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—SM

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 13 1965 By M E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Order No. 1

Project Name Weatherly Creek Date September 9, 1965

Highway Umpqua Contract No. 6565 F. A. Project No. ER-120(1)

County Douglas Prefix 10-1004 Account No. 224,238 (01)

Description of Work To Be Done:

Grass seeding, fertilizing and mulching, to be done by state erosion control crews on slopes throughout the project as protection against erosion and for roadside improvement.

Location by Station Numbers:

As required throughout the project.
Sta. 282+50 to 291+00 and 389+75 to 395+80

Estimate of Quantities and Costs:

5 acres seed and fertilize	@ $75.00/A	$ 375.00
5 acres mulching	@ 175.00/A	875.00
	Total	$1,250.00

Explanation:

State forces are better equipped to perform work. Work has not been done. Funds are available in Project Authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$94,074.18
Present estimate of project cost, including $1,250.00 for work under this order	$91,574.18
Expected under-run (amount)	$2,500.00
Expected under-run (per cent)	2.7

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd Asst., Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Chief Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
JUL 29 1965

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date 1965 By WE Martin
Title
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

ER-120(1)

Project Name Weatherly Cr. Date July 8 19 65

~~Highway~~ Umpqua Contract No. 6565

County Douglas Prefix 10-1004

Contractor S. A. Hutchins & Assoc. Const. Co. F. A. Project No. ER-120(1)

Address P. O. Box 190 Sutherlin, Oregon Order No. 1(Suppl. #1)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State to pay 57½ per cent of Flagging Costs to Contractor for the purpose of safeguarding traffic through the project.

Location by station numbers:

282+50 to 291+00
389+75 to 395+80

Estimate of quantities and cost:

Flagging, State share	3,300.00
Previously Authorized	500.00
New Total Amount	3,800.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") State to participate in flagging costs as set forth in Special Provisions. Original amount anticipated not sufficient to cover State's share of flagging costs makes this supplement order necessary. Additional funds available in contingencies. Work has begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 94,074.18
Present estimate of project cost, including $ 3,300.00 for work under this order	$ 94,074.18
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Jcung 7-29-65

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

RECEIVED
JUL 6 1965

PROJECT REPORT NO.
FOR FILING
FR-120(1)

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

6-14-65

STATE: Oregon

COUNTY: Douglas

PROJECT NO. FR-120(1)

6562

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 38 4.7 mi. E. Scottsburg to Anlauf

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-22-65	34.700
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 145,662.00	$ 92,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W B Klaboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. K. Backlund
L. K. Backlund, Administrative Manager

Date executed by Division Engineer 6-14-65

Oregon State Highway Department

Federal Aid
Project No. ER-120(1)

SCOTTSBURG-ANLAUF SECTION OF THE

UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices and estimated costs.)

Salem, Oregon, April 29, 1965

Type Code Y007
Weatherly Section (Sta. 282+50 MP 21.5 to 291+00 MP 21.7)(Sta. 389+80 MP 23.5 to Sta. 395+80 MP 23.6)(Contract No. 6565)

Clearing and Grubbing	All Required		$ 5,000.00
General Excavation, Unclassified	34,500 cu.yds.	$ 0.80	27,600.00
Trench Excavation	200 cu.yds.	2.50	500.00
8-inch Perforated Steel Drain Pipe, 16 Gage	1,640 lin.ft.	2.10	3,444.00
Special Backfill in Drains	180 cu.yds.	6.00	1,080.00
Loose Riprap	14,850 cu.yds.	2.75	40,837.50
Type 2 Fence	44 rods	10.00	440.00
			$78,901.50
Flagging (57½% of Contractor's Cost)	All Required		$ 500.00
Seeding and Mulching	All Required		1,250.00
			$ 1,750.00
	Subtotal		$80,651.50
	10% Engr. & Cont.		8,064.50
	Total		$88,716.00

Type Code 6201
Flood Repair Temporary and Permanent (MP 21.5 to MP 56.2)

Negotiated Equipment Rental, Labor and Material	All Required	$ 2,126.13
State Force Labor, Equipment and Material	All Required	42,437.49
		$44,563.62
State Force Order for Permanent Oiling	All Required	$ 8,000.00
	Subtotal	$52,563.62
	10% Engr. & Cont.	5,255.38
	Total	$57,819.00

Length of Weatherly Cr. Section - - - - - - - - 0.275 Mile (Intermittent)
Length of Temp. & Perm. Repair - - - - - - - - 34,425 Miles (Intermittent)
Total Length - - - - - - - - - - - - - - - - - - 34.700 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Weatherly Cr. Section	$ 88,716.00	$56,300.00	$32,416.00
Temp. & Perm. Repair	57,819.00	36,600.00	21,219.00
	$146,535.00	$92,900.00	$53,635.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

For additional information find attached for backup data a copy of the field Phase #1 report. The only change made from the report to the estimate is in the engineering and that only to bring it up to 10%.

Prefix 10-4409 D
10-4709 D

WEATHERLY SECTION

PROJECT NO. ER-120(1)

State Work

1-1/4" - 3/4" Material in Stockpile	3,000 cu.yds.	$4.95	$14,850.00
3/4" - 1/2" Material in Stockpile	1,200 cu.yds.	4.95	5,940.00
1/2" - 1/4" Material in Stockpile	1,200 cu.yds.	4.95	5,940.00
			$26,730.00

SUBJECT LOCATION: Umpqua Highway (45), Mile Post 16.35, Prefix 10-4409-D

This is an estimate of costs for work done under Phase I that necessitated this work by the December 1964 Flood.

TABULATION OF COSTS:

I. OUTSIDE EQUIPMENT, MATERIALS AND LABOR

Mile Post	Job	Contractor	Total
27	Repair a fill slide	S. A. Hutchins	$ 1,039.15
3 - 6	Cat was used to clear slides	Watson Logging Co.	48.00
27	Hauled material for slide	Charles W. Royer	140.98
19.0 - 36.0	Grading Shoulders	Mitchell Bros. Logging	898.00
	TOTAL OUTSIDE WORK COST		$2,126.13

(A breakdown of this cost is as follows:)

A. EQUIPMENT

	Size	Hrs.	Rate	Cost	15%	Total
Pickup Truck	½Ton	16	$ 1.80	$ 28.80	$4.32	$ 33.12
Truck Machinery Trailer	40 Ton	14½	13.20	191.40	28.70	220.11
Compressor	600 C.F.M.	16	8.65	138.40	20.76	159.16
Air Track Drill	4¾"	16	11.25	180.00	27.00	207.00
Dump Truck	10 c.y.	7½	11.00	82.50	12.37	94.87
Loader	1½ c.y.	1	11.00	11.00	1.65	12.65
Cat (fully operated)		3	16.00	48.00	-	48.00
Grader	Cat # 12	110	8.00	8.98	-	898.00
				$1,578.10	$94.80	$1,672.90

A.G.C. Rental Rates prevail with the following exception of Cat fully operated for $16.00 hr. from Watson Logging Company. Oral agreement prevailed. The graders were rented bare and operated by state forces (while the state grader was in the Salem Shops); therefore, eliminating the 15%. All rates verified by Form E-376.

B. MATERIALS

No materials were bought from contractors.

C. LABOR

	Hours	Cost	15%	Total
Superintendent (working Foreman)	30½	$145.26	$21.79	$167.05
Teamsters	22	102.79	15.42	118.21
Laborers	16	58.40	8.76	67.16
Operators (Engineers)	-	-	-	-
Taxes, Insurance, Health & Welfare		48.66	7.30	55.96
Travel Allowance		39.00	5.85	44.85
TOTAL OUTSIDE LABOR COST		$394.11	$59.12	$453.23

Labor rates based on union and contracted labor on highway jobs in this area. Verified by wage certification.

II. STATE FORCES

Labor	$25,150.08
Per Diem	1,412.00
Equipment	9,639.80
Materials	6,235.61
TOTAL	$42,437.49

(A breakdown of this cost is as follows:)

A. LABOR & EQUIPMENT RENTAL

1. Bridge

Labor	20%	Equipment	Per Diem	Total
761.78	152.36	170.25	204.00	1,288.39

2. Maintenance Section Foremans &°Extra Gangs

Labor	20%	Equipment	Per Diem	Total
19,535.21	3,907.04	9,469.55	1,208.00	34,119.80

°Extra Gang carried on 10-4409-D prefix.

3. Soils Crew
None

4. District Maintenance Superintendent Office Force

Labor	20%	Equipment	Total
661.41	132.28	-	793.69

5. Weighmasters
None

B. MATERIALS

Asphaltic Concrete	$1,047.77
Rock Transfers	1,932.00
Pipe (Transfer of Costs)	632.70
Materials & Supplies (Bridge Crew)	24.55
1200 c.y. Pit Run	1,020.00
8½ c.y. 3/4-0	17.00
Explosives, Caps, etc.	889.34

Repairs	74.40
12 x 18" Concrete Pipe	30.60
445 c.y. Bar Run	556.25
Disel	20.00
TOTAL COST	$6,235.61

This material was bought and used by state maintenance forces.

III. ENGINEERING

Total Labor	$1,357.37
Total Equipment	77.00
TOTAL COST	$1,434.37

(A breakdown of this cost is as follows:)

A. LABOR & EQUIPMENT

1. Limbocker's Crew

Labor	20%	Equipment	Total
844.92	168.99	39.90	1053.81

2. Fillmore's Crew

Labor	20%	Equipment	Total
170.93	34.19	32.00	237.12

3. Sandman's Crew

Labor	20%	Equipment	Total
115.28	23.06	5.10	143.44

4. Hagedorn's Crew
   None
5. Hackleman's Crew
   None

SUMMARY

I.	OUTSIDE EQUIPMENT, MATERIALS, & LABOR	$ 2,126.13
II.	STATE FORCES	42,437.49
III.	ENGINEERING	1,434.37
	COMPLETE COST	*$45,997.99

*10% contingencies have been omitted as the costs are based on actual bills. Therefore this eliminates any estimates.

Oregon State Highway Department

Federal-Aid
Project No. ER-120(1)

SCOTTSBURG-ALLAUF SECTION OF THE

UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 29, 1965

Type Code Y007
Southerly Section (Sta. 282+50 MP 21.5 to 291+00 MP 21.7)(Sta. 389+30 MP 23.5 to Sta. 395+80 MP 23.6)

Clearing and Grubbing	All Required		$ 5,000.00
General Excavation, Unclassified	34,500 cu.yds.	$ 0.85	29,325.00
Trench Excavation	200 cu.yds.	3.50	700.00
8-inch Perforated Steel Drain Pipe, 16 Gage	1,640 lin.ft.	2.50	4,100.00
Special Backfill in Drains	180 cu.yds.	8.00	1,440.00
Loose Riprap	14,850 cu.yds.	3.00	44,550.00
Type 2 Fence	44 rods	10.00	440.00
			$85,555.00
Flagging (57½¢ of Contractor's Cost)	All Required		$ 500.00
Seeding and Mulching	All Required		1,250.00
			$ 1,750.00
	Subtotal		$87,305.00
	10% Engr. & Cont.		8,730.00
	Total		$96,035.00

Length of Roadway - - - - - - - - - - - - - 0.275 miles
Cost of Roadway Per Mile - - - - - - - - $349,218.18

Federal Funds -	$ 4,800.00
State Funds -	91,235.00*
	$96,035.00

* Note: This is a token financed project and does not constitute a firm commitment. These amounts will be revised to the full eligible pro rata when and if Federal funds become available.

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract.	$38,965.00	$1,950.00	$37,015.00*

* Note: This is a token financed project and does not constitute a firm commitment. These amounts will be revised to the full eligible pro rata when and if Federal funds become available.

WHATHERLY SECTION

Project No. FR-120(1)

State Work

1½" - 3/4" Material in Stockpile	3,000 cu.yds.	$5.25	$15,750.00
3/4" - 1/2" Material in Stockpile	1,200 cu.yds.	5.25	6,300.00
1/2" - 1/4" Material in Stockpile	1,200 cu.yds.	5.25	6,300.00
			$28,350.00

Oregon State Highway Department

Federal-Aid
Project No. ER-120(1)

SCOTTSBURG-AMLAUF SECTION OF THE

UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 18, 1965

Type Code X007
Westerly Section (Sta. 282+50 MP 21.5 to 291+00 MP 21.7)(Sta. 389+80 MP 23.5 to Sta. 395+80 MP 23.6)

Clearing and Grubbing	All Required		$ 5,000.00
General Excavation, Unclassified	34,500 cu.yd.	$ 0.85	29,325.00
Trench Excavation	200 cu.yd.	3.50	700.00
8-inch Perforated Steel Drain Pipe, 16 Gage	1,640 lin.ft.	2.50	4,100.00
Special Backfill in Drains	180 cu.yd.	8.00	1,440.00
Loose Riprap	14,850 cu.yd.	3.00	44,550.00
Type 2 Fence	44 rod	10.00	440.00
			$85,555.00
Flagging (57½ of Contractor's Cost)	All Required		$ 500.00
			$86,055.00
	10% Engr. & Cont.		8,605.00
	Total		$94,660.00

Length of Roadway - - - - - - - - 0.275 Mile
Cost of Roadway Per Mile- - - - $344,218.18

Federal Funds -	$ 4,700.00
State Funds -	89,960.00
	$94,660.00

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
Temporary and Permanent Work not Covered by This Contract	$40,340.00	$2,050.00	*$38,290.00

*NOTE: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to the full eligible pro rata when and if Federal Funds become available.

WEATHERLY SECTION

PROJECT NO. BR-120(1)

State Work

1 1/4" - 3/4" Material in Stockpile	3,000 Cu.Yds.	$5.25	$15,750.00
3/4" - 1/2" Material in Stockpile	1,200 Cu.Yds.	5.25	6,300.00
1/2" - 1/4" Material in Stockpile	1,200 Cu.Yds.	5.25	6,300.00
			$28,350.00

RECEIVED
JUN 11 1965
For Filing
ER 120(1)

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Form E-208—Rev.

APPROVED
Compliance with provisions of [illegible] pertaining to Federal funds
G1-P
Date JUN 1 1965 M E Martin
U.S. Bureau of Public Roads

Project Name Weatherly Creek Date May 27, 1965
Highway Umpqua Contract No. 6565
County Douglas Prefix 10-1004
Contractor S. A. Hutchins & Assocs. Const. Co. F. A. Project No. ER-120(1)
Address P. O. Box 190, Sutherlin, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State to pay 57½ percent of flagging costs to the contractor, for the purpose of safeguarding traffic through the project.

Location by station numbers:

282+50 to 291+00
389+75 to 395+80

Estimate of quantities and cost:

Flagging, State Share - $500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

State participation in flagman costs as set forth in the Special Provisions makes this Extra Work necessary. Funds are available in contract authorization. Work has begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$94,074.18
Present estimate of project cost, including $500.00 for work under this order	$94,074.18
Expected under-run / over-run amount	$0.00
Expected under-run / over-run per cent	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson, Resident Engineer

Approval Recommended: /s/ F. D. Morgan, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

orig to Young 6-10-65

RECEIVED
MAY 24 1965
FHWA Files

Form DOT-121 (7-65)
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ER-120(1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6565

DATE: May 17, 1965

In reply refer to: 08-35-4.DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-120(1)
Scottsburg-Anlauf Section, Umpqua Highway
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated restoration work made necessary by flood damage on the subject project. State force account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work, with the exception of the DMS office force item, included in the agreement estimate submitted with Mr. Young's April 29, 1965 letter are approved. A signed copy of the plans and a copy of a corrected project agreement estimate, which also covers previously approved permanent work, as well as E376 forms which do not appear to be applicable to this project, are returned herewith. Corrections changing the mileposts of the Watson Logging Co. work to 23-26 and Mitchell Bros. Logging work beginning at milepost 21.5 within the project limits also have been made. In future submissions, if comparable corrections are necessary, the estimate will be returned for appropriate changes by your department prior to our action.

Even though this project was originally programmed at a 5% token Federal financing, we note you are increasing it to full pro-rata share utilizing your unprogrammed balance for this action.

The actions covered herein involve temporary repairs on 34.7 miles of roadway and bridges at a total estimated negotiated contract amount of $2,338.74 and State force account work amount of $45,808.26. Estimated emergency fund participation is to be at the regular pro-rata share, or $30,522.

A finding regarding non-incidental permanent repairs on the project by State forces was previously transmitted on April 12, 1965. We concurred in the contract award for the Weatherly Section slide correction on April 13, 1965.

orig to Young
w/attach 5-20-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Oregon State Highway Department

Federal Aid
Project No. ER-120(1)

SCOTTSBURG-WILAUF SECTION OF THE

UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices and estimated costs.)

Salem, Oregon, April 29, 1965

Type Code Y007
Weatherly Section (Sta. 282+50 MP 21.5 to 291+00 MP 21.7)(Sta. 389+80 MP 23.5 to Sta. 395+80 MP 23.6)(Contract No. 6565)

Clearing and Grubbing	All Required		$ 5,000.00
General Excavation, Unclassified	34,500 cu.yds.	$ 0.80	27,600.00
Trench Excavation	200 cu.yds.	2.50	500.00
8-inch Perforated Steel Drain Pipe, 16 Gage	1,640 lin.ft.	2.10	3,444.00
Special Backfill in Drains	180 cu.yds.	6.00	1,080.00
Loose Riprap	14,850 cu.yds.	2.75	40,837.50
Type 2 Fence	44 rods	10.00	440.00
			$78,901.50
Flagging (57½% of Contractor's Cost)	All Required		$ 500.00
Seeding and Mulching	All Required		1,250.00
			$ 1,750.00
	Subtotal		$80,651.50
	10% Engr. & Cont.		8,064.50
	Total		$88,716.00

Type Code 6201
Flood Repair Temporary and Permanent (MP 21.5 to MP 56.2)

Negotiated Equipment Rental, Labor and Material	All Required		$ 2,126.13
State Force Labor, Equipment and Material	All Required		~~42,437.49~~ 41,643.80
			~~$44,563.62~~ 43,769.93
State Force Order for Permanent Oiling	All Required		$ 8,000.00
	Subtotal		~~$52,563.62~~ 51,769.93
	10% Engr. & Cont.		~~5,256.38~~ 5,176.07
	Total		~~$57,819.00~~ 56,946.00

Length of Weatherly Cr. Section - - - - - - - - 0.275 Miles (Intermittent)
Length of Temp. & Perm. Repair - - - - - - - - 34.425 Miles (Intermittent)
Total Length - - - - - - - - - - - - - - - - - - 34.700 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Weatherly Cr. Section	$ 83,716.00	$56,300.00	$32,416.00
Temp. & Perm. Repair	~~57,819.00~~ 56,944.00	~~36,600.00~~ 36,100.00	~~21,219.00~~ 20,846.00
	115,662.00	92,408.00	53,262.00
	~~$116,535.00~~	~~$92,900.00~~	~~$53,635.00~~

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

For additional information find attached for backup data a copy of the field Phase #1 report. The only change made from the report to the estimate is in the engineering and that only to bring it up to 10%, and elimination of the OMS office force items as a non-participating item.

Prefix 10-4409 D
10-4709 D

MEATHERLY SECTION

PROJECT NO. FR-120(3)

State Work

1-1/4" - 3/4" Material in Stockpile	3,000 cu.yds.	$4.95	$14,850.00
3/4" - 1/2" Material in Stockpile	1,200 cu.yds.	4.95	5,940.00
1/2" - 1/4" Material in Stockpile	1,200 cu.yds.	4.95	5,940.00
			$26,730.00

SUBJECT LOCATION: Umpqua Highway (45), Mile Post 16.35, Prefix 10-4409-D

This is an estimate of costs for work done under Phase I that necessitated this work by the December 1964 Flood.

TABULATION OF COSTS:

I. OUTSIDE EQUIPMENT, MATERIALS AND LABOR

Mile Post	Job	Contractor	Total
27	Repair a fill slide	S. A. Hutchins	$ 1,039.15
23 -26	Cat was used to clear slides	Watson Logging Co.	48.00
27	Hauled material for slide	Charles W. Royer	140.98
~~19.0~~ - 36.0 21.5	Grading Shoulders	Mitchell Bros. Logging	898.00
	TOTAL OUTSIDE WORK COST		$2,126.13

(A breakdown of this cost is as follows:)

A. EQUIPMENT

	Size	Hrs.	Rate	Cost	15%	Total
Pickup Truck	½Ton	16	$ 1.80	$ 28.80	$4.32	$ 33.12
Truck Machinery Trailer	40 Ton	14½	13.20	191.40	28.70	220.11
Compressor	600 C.F.M.	16	8.65	138.40	20.76	159.16
Air Track Drill	4¾"	16	11.25	180.00	27.00	207.00
Dump Truck	10 c.y.	7½	11.00	82.50	12.37	94.87
Loader	1½ c.y.	1	11.00	11.00	1.65	12.65
Cat (fully operated)		3	16.00	48.00	-	48.00
Grader	Cat # 12	110	8.00	8.98	-	898.00
				$1,578.10	$94.80	$1,672.90

A.G.C. Rental Rates prevail with the following exception of Cat fully operated for $16.00 hr. from Watson Logging Company. Oral agreement prevailed. The graders were rented bare and operated by state forces (while the state grader was in the Salem Shops); therefore, eliminating the 15%. All rates verified by Form E-376.

B. MATERIALS

No materials were bought from contractors.

C. LABOR

	Hours	Cost	15%	Total
Superintendent (working Foreman)	30½	$145.26	$21.79	$167.05
Teamsters	22	102.79	15.42	118.21
Laborers	16	58.40	8.76	67.16
Operators (Engineers)	-	-	-	-
Taxes, Insurance, Health & Welfare		48.66	7.30	55.96
Travel Allowance		39.00	5.85	44.85
TOTAL OUTSIDE LABOR COST		$394.11	$59.12	$453.23

Labor rates based on union and contracted labor on highway jobs in this area. Verified by wage certification.

II. STATE FORCES

Labor	$25,150.08
Per Diem	1,412.00
Equipment	9,639.80
Materials	6,235.61
TOTAL	$42,437.49

(A breakdown of this cost is as follows:)

A. LABOR & EQUIPMENT RENTAL

1. Bridge

Labor	20%	Equipment	Per Diem	Total
761.78	152.36	170.25	204.00	1,288.39

2. Maintenance Section Foremans &°Extra Gangs

Labor	20%	Equipment	Per Diem	Total
19,535.21	3,907.04	9,469.55	1,208.00	34,119.80

°Extra Gang carried on 10-4409-D prefix.

3. Soils Crew
None

4. District Maintenance Superintendent Office Force

Labor	20%	Equipment	Total
661.41	132.28	-	793.69

N.P.

5. Weighmasters
None

B. MATERIALS

Asphaltic Concrete	$1,047.77
Rock Transfers	1,932.00
Pipe (Transfer of Costs)	632.70
Materials & Supplies (Bridge Crew)	24.55
1200 c.y. Pit Run	1,020.00
8½ c.y. 3/4-0	17.00
Explosives, Caps, etc.	889.34

Repairs	74.40
12 x 18" Concrete Pipe	30.60
445 c.y. Bar Run	556.25
Disel	20.00
TOTAL COST	$6,235.61

This material was bought and used by state maintenance forces.

III. ENGINEERING

Total Labor	$1,357.37
Total Equipment	77.00
TOTAL COST	$1,434.37

(A breakdown of this cost is as follows:)

A. LABOR & EQUIPMENT

	Labor	20%	Equipment	Total
1. Limbocker's Crew	844.92	168.99	39.90	1053.81
2. Fillmore's Crew	170.93	34.19	32.00	237.12
3. Sandman's Crew	115.28	23.06	5.10	143.44
4. Hagedorn's Crew	None			
5. Hackleman's Crew	None			

SUMMARY

I. OUTSIDE EQUIPMENT, MATERIALS, & LABOR	$ 2,126.13
II. STATE FORCES	42,437.49
III. ENGINEERING	1,434.37
COMPLETE COST	*$45,997.99

*10% contingencies have been omitted as the costs are based on actual bills. Therefore this eliminates any estimates.

E-270—6M—8-64

Rental Information on Equipment
Not Owned by the Oregon State Highway Department

Type of Equipment: Dump Truck Make: International Size: 10 cy

Model: Attachments:

Motor No.: DF-192 FV 1740

Does Owner Carry Fire Insurance: Yes

If not, Report Depreciated Value: $.....

Rental Rate Fully Operated: Hourly:

Rental Rate Bare: Hourly: $11.00 Daily: Monthly:

Date Rental Commences: 12/25/64

Estimated Date Rental Terminates: 12/26/64

Terms: (Covering Delivery to and from Job)

AGC-State agreement rate to prevail.

Fully Operated means—Operator, Fuel, Oil, Repairs, and Replacements furnished.

Bare means—Machine only, in good operating condition, the State to furnish Operator, Fuel, Oil, Repairs and Replacements. The machine is to be returned in as good condition as received, except for normal wear and tear.

Equipment needed for Washout & Slide Repairs at Mile Post 6-25 Umpqua Highway

Salem approval to rent secured from Mr. E. S. Hunter on date 12/24/64

Signed .....
District Maintenance Superintendent

I am the owner and agree to rent this equipment on the above terms, and will assume responsibility for covering the equipment with fire insurance during the life of this agreement.

Firm Umpqua River Navigation Co.
P. O. Box 25
Reedsport, Oregon

By .....
C. E. McAlister
Asst. Secretary

NOTED
Field Purchase Order No. ..... L. A. PHILLIPS

District Maintenance Superintendent to prepare 4 copies of this form.

Original—Copy for Maintenance Engineer (Salem)

State Printing 1964

X-570-6M-6-63

Rental Information on Equipment
Not Owned by the Oregon State Highway Department

Type of Equipment: Frontend loader Make: Euclid Size: 3 cy

Model: L-30 Attachments:

Motor No.: 36125

Does Owner Carry Fire Insurance: Yes

If not, Report Depreciated Value: $.....

Rental Rate Fully Operated: Hourly:

Rental Rate Bare: Hourly: $15.90 Daily: Monthly:

Date Rental Commences: 12/25/64

Estimated Date Rental Terminates: 12/26/64

Terms: (Covering Delivery to and from Job)

AGC-State agreement rate to prevail.

Fully Operated means—Operator, Fuel, Oil, Repairs, and Replacements furnished.

Bare means—Machine only, in good operating condition, the State to furnish Operator, Fuel, Oil, Repairs and Replacements. The machine is to be returned in as good condition as received, except for normal wear and tear.

Equipment needed for Washout & slide repairs at Mile Post 6-25 Umpqua Highway

Salem approval to rent secured from Mr. E. S. Hunter on date 12/24/64

Signed .....
District Maintenance Superintendent

I am the owner and agree to rent this equipment on the above terms, and will assume responsibility for covering the equipment with fire insurance during the life of this agreement.

Umpqua River Navigation Co.
P. O. Box 25
Firm Reedsport, Oregon

By C. E. McAlister
C. E. McAlister
Asst. Secretary

Field Purchase Order No. .....

NOTED
J. A. PHILLIPS

District Maintenance Superintendent to prepare 4 copies of this form.

Original—Copy for Maintenance Engineer (Salem)

State Printing 1963

Rental Information on Equipment
Not Owned by the Oregon State Highway Department

Type of Equipment: Dump Truck Make: Peterbilt Size: 10 c.y.

Model: 1962 Attachments:

Motor No.: 11,110

Does Owner Carry Fire Insurance: Yes

If not, Report Depreciated Value: $.....

Rental Rate Fully Operated: Hourly:

Rental Rate Bare: Hourly: $11.00 Daily: Monthly:

Date Rental Commences: 1/5/65

Estimated Date Rental Terminates: 1/11/65

Terms: (Covering Delivery to and from Job)

A.G.C. Agreement rates prevail.

Fully Operated means—Operator, Fuel, Oil, Repairs, and Replacements furnished.

Bare means—Machine only, in good operating condition, the State to furnish Operator, Fuel, Oil, Repairs and Replacements. The machine is to be returned in as good condition as received, except for normal wear and tear.

Equipment needed for Slide removal & Washout repair at Mile Post 8.5 to 12.5 Elkton-Sutherlin Hwy.

Salem approval to rent secured from Mr. E. S. Hunter on date 1/5/65

Signed John H. Hunter
District Maintenance Superintendent

I am the owner and agree to rent this equipment on the above terms, and will assume responsibility for covering the equipment with fire insurance during the life of this agreement.

Firm BECKLEY & THOMAS ROCK PRODUCTS, INC.
1494 N. E. Stephens
Roseburg, Oregon

By Philip Beckley

Field Purchase Order No. .....

District Maintenance Superintendent to prepare 4 copies of this form.

Original—Copy for Maintenance Engineer (Salem)

Z-276—30M—12-64

Rental Information on Equipment
Not Owned by the Oregon State Highway Department

Type of Equipment: Truck and Low boy Make: Peterbilt - Page Size: 40 Ton

Model: 351-L-ST 1959 Attachments:

Motor No.: L4626 - TRL 32268

Does Owner Carry Fire Insurance: Yes

If not, Report Depreciated Value: $.....

Rental Rate Fully Operated: Hourly:

Rental Rate Bare: Hourly: $13.20 Daily: Monthly:

Date Rental Commences: 1/4/65

Estimated Date Rental Terminates: 1/22/65

Terms: (Covering Delivery to and from Job)

A.G.C. Agreement rates will prevail.

Fully Operated means—Operator, Fuel, Oil, Repairs, and Replacements furnished.

Bare means—Machine only, in good operating condition, the State to furnish Operator, Fuel, Oil, Repairs and Replacements. The machine is to be returned in as good condition as received, except for normal wear and tear.

Equipment needed for Washout and Shldr. Repair at Mile Post 13.5-32.2 Tiller Trail Highway

Salem approval to rent secured from Mr. E. S. Hunter on date 12/24/64

Signed John H. Gunstone
District Maintenance Superintendent

I am the owner and agree to rent this equipment on the above terms, and will assume responsibility for covering the equipment with fire insurance during the life of this agreement.

Firm Beaver State Sand & Gravel

By Wm A. Glasmann Jr.

Field Purchase Order No. .....

District Maintenance Superintendent to prepare 4 copies of this form.

BP-6205-F36

Original—Copy for Maintenance Engineer (Salem)

E-778-2034—12-64

Rental Information on Equipment
Not Owned by the Oregon State Highway Department

Type of Equipment: Pickup Make: Chevrolet Size: ½ Ton

Model: Attachments:

Motor No.: #C-3604

Does Owner Carry Fire Insurance:

If not, Report Depreciated Value: $.....

Rental Rate Fully Operated: Hourly:

Rental Rate Bare: Hourly: 1.80 Daily: Monthly:

Date Rental Commences:

Estimated Date Rental Terminates:

Terms: (Covering Delivery to and from Job)

A.G.C. Agreement rates will prevail

Fully Operated means—Operator, Fuel, Oil, Repairs, and Replacements furnished.

Bare means—Machine only, in good operating condition, the State to furnish Operator, Fuel, Oil, Repairs and Replacements. The machine is to be returned in as good condition as received, except for normal wear and tear.

Equipment needed for Slide Removal and Washout Repair at Mile Post 8.5 to 12.5 Elkton - Sutherlin Highway

Salem approval to rent secured from Mr. E. S. Hunter on date 1-5-65

Signed John L. Hewitt
District Maintenance Superintendent

I am the owner and agree to rent this equipment on the above terms, and will assume responsibility for covering the equipment with fire insurance during the life of this agreement.

Firm BECKLEY & THOMAS ROCK PRODUCTS, INC.
1494 N. E. Stephens
Roseburg, Oregon

By Philip Beckley By M.C.

Field Purchase Order No. .....

District Maintenance Superintendent to prepare 4 copies of this form.

SP-0000-734

Original—Copy for Maintenance Engineer (Salem)

E-376—3034—12-64

Rental Information on Equipment
Not Owned by the Oregon State Highway Department

Type of Equipment: Loader Make: ALLIS CHALMERS Size: 1 1/2

Model: HD5G Attachments:

Motor No.:

Does Owner Carry Fire Insurance: YES

If not, Report Depreciated Value: $.....

Rental Rate Fully Operated: Hourly:

Rental Rate Bare: 11.00 Hourly: Daily: Monthly:

Date Rental Commences: 12-22-64

Estimated Date Rental Terminates: 12-22-64

Terms: (Covering Delivery to and from Job)

A.G.C. Agreement rates prevail.

Fully Operated means—Operator, Fuel, Oil, Repairs, and Replacements furnished.

Bare means—Machine only, in good operating condition; the State to furnish Operator, Fuel, Oil, Repairs and Replacements. The machine is to be returned in as good condition as received, except for normal wear and tear.

Equipment needed for Washout Repairs at Oregon Coast

Salem approval to rent secured from Mr. E. S. Hunter on date 12-24-64

Signed John L. Yeats
District Maintenance Superintendent

I am the owner and agree to rent this equipment on the above terms, and will assume responsibility for covering the equipment with fire insurance during the life of this agreement.

Firm CHARLES W. ROYER
EXCAVATING CONTRACTOR
641 Ocean Blvd.
Coos Bay, Oregon

By Charles W Royer

Field Purchase Order No. .....

District Maintenance Superintendent to prepare 4 copies of this form.

SP-0206-734

Original—Copy for Maintenance Engineer (Salem)

RECEIVED
APR 13 1965

Form DOT-1320-1
(11-63)
(Pres. by
A.O. 205-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6565

DATE: April 13, 1965

In reply refer to: 08-35.2-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-120(1)
Weatherly Creek-Scottsburg-Anlauf Section
Slide Correction

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of April 8, 1965 in the award of contract No. 6565 to S. A. Hutchins & Assoc. Construction Co. of Sutherlin, Oregon, low bidder in the amount of $105,631.50 at the April 6, 1965 bid opening.

REFERRED TO
Young
Date: _____ By: _____
For: _____
_____
Due Date: _____

APR 10 1965

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

orig to Young 4-19-65

RECEIVED
APR 12 1965
FOR FILING

ELDON L. JACKSON, CHAIRMAN
Medford
KENNETH H. FRIDLEY, Member
Wasco
DAVID B. SIMPSON, Member
Portland
FLOYD QUERY, Secretary
Salem

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 9, 1965

S. A. Hutchins and Assoc. Construction Co.
P. O. Box 190
Sutherlin, Oregon

Gentlemen:

The State Highway Commission on April 8, 1965, awarded to you State Highway Contract No. 6903 for the following project:

Weatherly Section of Umpqua Highway
in Douglas County

This award was based on your low bid of $105,631.50 which was submitted to the Commission on April 6, 1965, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
MAR 31 1965
FOR FILING

477 Cottage Street NE.
Salem, Oregon 97301

March 22, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
M. E. Martin
Dist. Engineer

08-35.228

A. W. Farnsen, Division Engineer
Salem, Oregon

By:
M. E. Martin
District Engineer

Oregon Project ER-120(1)
Westberly Creek Unit, Scottsburg-Salmf Section
Slide Correction

P.S. & E. documents for the above-captioned portion of the subject project are hereby approved with the understanding that you will make any corrections found necessary following completion of our review. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all right of way is available for the project with no reimbursable utility adjustments involved as indicated in Mr. Wright's and Mr. Litchfield's March 19 and March 22, 1965 reports.

You have combined a State-financed aggregate production project with the Federal-aid project. Federal participation in the cost of the work will be on the basis of the unit prices by the individual contractor who would be the lowest responsible bidder if only the Federal-aid project were considered as required by sub-paragraph 8c of PPM 21-6.3.

Mr. Young's March 22, 1965 letter indicates that concurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

The use of the Standard Specifications for Highway Construction - 1964, is approved for use on this specific project.

The use of the Division I - General Requirements, Article 8-1 Subletting, dated 12-1-64 and Section 415, Riprap, dated 12-1-64, Supplemental Standard Specifications is approved for use on this specific project.

Attachment

Original to Young
with attach.
3-31-65

DATE
INITIAL

Form FCD-121 (1-1-63) (Prev. by A.O. 209-10)

UNITED STATES GOVERNMENT

Memorandum

S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

FOR EK-130(1)

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: February 24, 1965

In reply refer to: 6565

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

NOTED
LLOYD P. SHAW

SUBJECT: Oregon Emergency Program - Flood of December 1964

Our Washington office has reviewed and approved the below listed projects on the subject program, effective February 16, 1965:

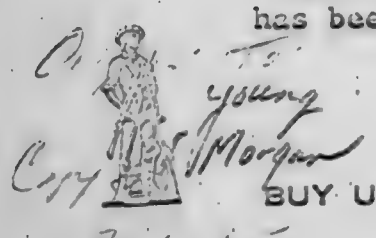
Item	Project	Loc	Work
24	ER-106(1)	St.Rd., Col. Riv. Hwy.-Wasco	PE, Temp, Perm. repairs, 1 str.
25	ER-107(1)	US 97, Biggs-Shaniko	PE, Temp, Perm. repairs, 3 strs.
26	ER-108(1)	US 199, Applegate R.-O'Brien	Temp, Perm. repairs
28	ER-110(1)	SR 42, Coquille-Winston	Temp, Perm. repairs
29	ER-111(1)	US 26, Prineville-John Day Hwy	Temp, Perm. repairs
30	ER-112(1)	I-5, Rogue River-Ashland	Temp, Perm. repairs
31	ER-113(1)	St.Rd., Ashland-Jenny Cr.	Temp, Perm. repairs
32	ER-114(1)	US 99, Rogue Riv. Hwy. Sec.	Temp, Perm. repairs
36	ER-116(1)	Co.Rd., Willow Creek Sec.	Temp, Perm. repairs
37	ER-117(1)	Co.Rds. FAS Rts. Clatsop Co.	Temp, Perm. repairs
38	ER-118(1)	Co.Rds. FAS Rts. Douglas Co.	Temp, Perm. repairs
39	ER-119(1)	Co.Rds. FAS Rts. Grant Co.	Temp, Perm. repairs
40	ER-120(1)	SR 38, Scottsburg-Anlauf	Temp, Perm. repairs
41	ER-121(1)	SR 138, Umpqua Riv.-Calapooya	PE, Temp, Perm. repairs
42	ER-122(1)	SR Knowles Cr.-Coyote Cr.	Temp, Perm. repairs

These projects shall be governed by PPM 23-1.

This approval is given with token financing in the amount of 5% of emergency funds with the understanding that the Federal share may be subject to increase to the regular prorata if and when additional emergency funds become available. However, this approval cannot serve as a commitment or obligation on the part of the United States to provide such additional funds.

You are authorized to proceed with preliminary engineering on Items 24, 25 and 41.

Eligibility for the work on Item 26, ER-108(1) between MP 8 and MP 12.5 has been reviewed in the field. This work is considered as normal main-



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
LLOYD P. SHAW

tenance, therefore not eligible for ER funds and should be reported as a non-participating item on the project agreement estimate.

A field inspection of Item 37, ER-117(1) on FAS 912 has revealed that damage sustained due to inadequacy of culverts was not substantial. The principal purpose of the wholesale replacement of culverts is to correct substandard conditions of long standing. Such improvements are proper for inclusion in a regular Federal-aid program, but not in an emergency program, since there was not severe damage to the existing facility.

Item 30, ER-112(1) was reviewed and the portion between MP 304 and MP 306 was considered as heavy maintenance and not eligible for ER funds. Repairs to the access road to the Valley of the Rogue State Park appears not to be on the Federal-aid system and thereby is not eligible for correction under this program.

Our field review of these projects is not complete and the determination of eligibility of the remaining work will be made prior to our P.S. & E. authorization in accordance with paragraph 10e of PPM 23-1.

Federal Emergency Funds approved to date are summarized as follows:

	63% funds	63% token funds	100% funds	100% token funds
Previous	$ 717,500	$ 10,500	$2,874,660	$ 208,880
This action	0	135,730	0	0
New balance	$ 717,500	$ 146,230	$2,874,660 *	$ 208,880
Totals:	$863,730		$3,083,540	

* Includes $1,410,000 under agreement by Public Roads and $169,580 for Indian Reservation Roads.

The total estimated cost for these projects is $2,714,600.

RECEIVED
FEB 5 1965
FOR FILING

ER-120(1)
6565

February 4, 1965

Mr. A. V. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting project data for three projects, Items 40 through 42, which we desire to have included in the Federal-Aid Emergency Relief Program occasioned by the December 22, 1964 flood.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Scottsburg-Umpqua Sec
ER-120(1)

LHY:vcr

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROG

(PPM 21-1)

CARD 2	REPORT NUMBER (19)–(20)	PROJECT LOCATION *(45 typewriter spaces)* 21–65		ADT	PRESENT	FUTURE (66)–(70)	YEAR (71)–(72)	RE
	1	SR 38 4.7 mi. E. Scottsburg to Anlauf			1,900	3,800	84	

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)	PR 14
	Temp. and Perm. Flood Damage Rprs.						64-1		

CARD 4	CLASS OF FEDERAL FUNDS Emergency Relief	COUNTY NAME Douglas	
	NAME OF URBAN AREA 17-31	ROUTE NO. P	FEDERAL-AID 20

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43–46)	STEP (53)	TERMINI *(Full description)*	MILES (54)–(58)	ESTIMATED PROJECT COST BY TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT COST BY FEDERAL FUNDS (67)–(76)
1	(14-15)	(18)	41	42	43–46	53	S.R. 38, 4.7 mi. E. Scottsburg to Anlauf (Scottsburg-Anlauf Section)			
5					PE					
5					ROW					
5					CONST (CODE)				135,000	85,000
								*34.6	135,000	85,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16)–(23) (24)–(33) RE TI

*A

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
auf (65)	ADT	1,900	3,800 (66)(70)	84 (71)(72)	08	Oregon	35 (2)(3)	090 (4)(9)	40 (14)(18)

	SUFV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) (14-23)	NUMBER (7-13)	SEQ. NO.	I. Projects Only POST MI. (24)(26)	DESIG. (27)
(66)				64-1		ER-	120(1)			

COUNTY NAME: Douglas — CODE: 019 (14)(16)

ROUTE NO. P — FEDERAL-AID: 20 (32) — STATE: 45 (36)(37) — U.S.: (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES (54)(56)	TOTAL ESTIMATED COST (58)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Temp. and perm. flood damage repairs (Excavation, riprap, base rock, AC pave.) (Work by State Force and/or negotiated contract.)
	135,000	85,000	50,000		ROW - 80' min.; Access Control - Partial; Parking Restrictions-None.
*34.6 (16)	135,000 (23)(24)	85,000 (33)	50,000		

REMARKS

This work occasioned by the December, 1964 flood.

*Approximate length of intermittent sections - 2.0 mi.

USCOMM DUSCOMM-DC 48905-P61

SCOTTSBURG-ANLAUF SECTION

Project ER-120(1)

Existing Facility

20' to 22' bituminous surface with 2' to 3' shoulders.

Project Data

The Umpqua River and its tributaries, Elk Creek and Pass Creek, due to extremely heavy rainfall resulting in the December 22, 1964 flood, overflowed causing damage to the roadway between MP 21.65 and MP 32.4 at intermittent sections and a washout requiring a channel change and riprap at MP 56.2.

The temporary and permanent restoration work consists of slide removal, drainage correction, washout repairs, riprap and A.C. pavement.

The major items generating the cost are:

MP 21.6 to 32.4 --- Excavation - 28,000 c.y.; Riprap - 12,600 c.y.; Base Rock - 1,500 c.y.; A.C. Pavement - 1,500 tons.

MP 56.2 --- Riprap - 2,000 c.y.; Channel Change Excavation - 1,500 c.y.

The work to be done by State Forces and/or negotiated contract.

ERFO-101(2)	Upper Salt Cr. Br., Oak-	1965
	ridge-Salt Cr. Sec., Willamette	
#6566	Hwy.	

RECEIVED
JAN 11 1968
FOR FILE

ERFO-101(2)
6566

December 13, 1967

No. 3
Dec. 12, 1967

Ross Brothers Construction Co.
359 Apple Blossom Avenue N.
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting on December 12 considered your request for an extension of time on Contract No. 6566 on the Oakridge-Salt Creek Tunnel (Upper Salt Creek) Section of the Willamette Highway in Lane County.

After considering the recommendation of the Engineer and other available information, the Commission advanced the date of completion to May 21, 1966, but assessed 26 days liquidated damages for the period from November 7 to December 3, 1965.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

eln

cc L. R. Chandler
Hilix Jones
L. H. Young
I. D. Merchant
C. H. Maison
A. W. Parsons

RECEIVED
NOV 14 1967
FOR FILING
ERFO-101(2)
6566

November 10, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 3
December 12, 1967 Meeting

Gentlemen:

Ross Brothers Construction Company, Inc., contractor on the Upper Salt Creek Bridge on the Willamette Highway in Lane County, Contract No. 6566, has requested that the date of completion be advanced from a stop work order date of December 3, 1965, to May 22, 1966, without assessment of liquidated damages. Conditions pertinent to this request are:

The specified completion date for the work was August 31, 1965. On September 28, 1965, an extension was granted, advancing this date to November 6, 1965, without assessment of liquidated damages because the site of the work was not available to the contractor.

The work was not complete on the advanced date and the contractor continued working until December 3, 1965, when a stop work order was issued. The stop work order was rescinded May 21, 1966. The contractor returned to work May 10, 1966, prior to relinquishment of the stop work order and completed all work on May 21, 1966. The period November 7, 1965, to December 3, 1965 (26 days) is considered as being subject to assessment of liquidated damages.

We recommend that the completion date for the work be advanced to May 21, 1966, but that the contractor be assessed 26 days liquidated damages. This amounts to an assessment of $2,600.

This matter has been delayed by long negotiations with the Bureau of Public Roads. We now have its concurrence.

This matter will be on the agenda for your consideration at the December 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
C. H. Maison
Ivan Merchant
L. R. Chandler

CAG:jf fn

OREGON STATE HIGHWAY COMMISSION

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OREGON STATE HIGHWAY DEP
BRIDGE DIVISIO
AM AUG 23 1966 P
7,8,9,10,11,12,1,2,3,4,5,

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. [illegible] Contractor [illegible]

Highway [illegible]

Section [illegible]

Kind of Work [illegible]

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Assess liquidated damages for period November 7, 1965, to December 3, 1965, 26 days, ~~and the period May 20, 1966, to May 25, 1966~~. Total of ~~31~~ 26 days.

Recommended for Approval:

John Dwyer
Division Engineer

I. [illegible]
Construction Engineer or
Bridge Engineer

[illegible]
State Highway Engineer

Contract No.	[illegible]
Project designation	[illegible] State-Federal
Date awarded	1-3-65
Work started	2-22-65
Per cent completed	[illegible] Date
No. of Workdays Allowed	to 9-15-65
No. of Workdays Used	to 8-31-66
No. of Added Workdays Requested	to [illegible]

SP*6296-734

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RES ASST INSP INSP D.M. FILE
BRIDGE

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

"FIXED CALENDAR DATE OF COMPLETION"

Oregon State Highway Commission
Salem, Oregon 97310

Date June 14, 1966, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from xxxxxxx days to xxxxxxxx days, within which to complete our Contract No. 6506, without the assessment of liquidated damages. The said contract is described as follows:

Upper Salt Creek Bridge, Completion date (revised) 11-6-65.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: December 3, 1966 to May 22, 1966 = 170 Days

Temporary suspension of work ordered by the Engineer.

Respectfully submitted,

Ross Bros. Contractors, Inc.
Contractor

By R. K. Ross

CONSENT OF SURETY

Date June 14, 1966, 19

We, Glens Falls Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

C. Raeburn Brevel
Attorney-in-fact

Earl L. Brentlinger
Resident Agent

(SEAL)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

ERFO-101(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 24, 1967

In reply refer to: 08-35-DA

6566 6567

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ERFO 101(2), Upper and Lower Salt Creek Bridges
(Contracts 6566 and 6567)
Oregon Project I-80N-7(19)346, Durbin Creek Road Undercrossing
(Contract 6890)

After reviewing Mr. Edwards' letter dated November 8 concerning liquidated damages on Oregon Projects I-80N-7(19)346 and ERFO 101(2), it is apparent that there has been a misunderstanding of the intent of our memorandums dated September 28 and October 17.

Mr. Edwards states that the liquidated damages being assessed may well cover the above amounts. We feel that the regular liquidated damages of $6800 and $1200 being assessed have no association with the chargeable engineering expenses after the end of the period liquidated damages were assessed. In other words, the liquidated damages assessed to a certain date is one matter and the engineering charges assessed after that date during a controversial period which has been discussed to some length in our recent correspondence is another.

In response to the specific requests in your letter dated November 8 on Oregon Project ERFO 101(2), this office will concur to a liquidated damage assessment of $6800 plus $599.55 engineering charges for a total of $7399.55.

Likewise, we will concur in a liquidated damage assessment on Oregon Project I-80N-7(19)346 of $2300 plus $76.58 engineering charges for a total of $2376.58.

Copy - Merchant
Young
11-24-67

NOTED
TOM EDWARDS

OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 9 - 1967
FOR FILING
ERFO-101(2)
6566

November 8, 1967

603

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Upper and Lower Salt Creek Bridges
Contracts No. 6566 and 6567
Oregon Project ERFO 101(2)

Your File: 08-35-DA

Dear Sir:

I have your memo of October 17 agreeing to our request that the liquidated damages for contractor's work performed in May be waived.

Project records reveal that the contractor's final estimates have been released, assessing liquidated damages per our original requests to you (which were that the liquidated damages for the May work time be waived for the contracts). We have not prepared and presented our final cost statement to you on the contracts. With your memo clearing up the liquidated damages in question, this final cost statement will be prepared in the near future.

At this late date we feel that it is not appropriate to attempt to assess the contractor $599.55 engineering costs for the two contracts. We feel the $6,800 liquidated damages already assessed may well cover these charges.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young

CAG:jf/TE:ja

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : **Mr. Forrest Cooper, State Highway Engineer**
Salem, Oregon

DATE: **October 17, 1967**

In reply refer to: **08-35-DA**

FROM : **G. R. Brooks, Assistant Division Engineer**
Salem, Oregon

SUBJECT: **Oregon Project ERFO 101(2)**
Upper and Lower Salt Creek Bridges
Contracts Nos. 6566 and 6567
Assessment of Liquidated Damages

Reference is made to Mr. Edwards' July 31 letter and to the earlier related correspondence regarding liquidated damages on this project.

Mr. Edwards has advised that your Chief Counsel had further studies and again concluded that liquidated damages, amounting to $100 per day on each contract, cannot be properly assessed for the controversial work period in May 1966. Further, he advised that engineering expense during the particular May period amounted to $308.41 on the Upper Salt Creek Bridge and $291.14 on the Lower Salt Creek Bridge, disproportionately low figures compared to the computed liquidated damages for the 12-day period.

Due to the opinions of your legal authorities and other support furnished with the July 31 and in earlier letters, we concur in not assessing the set $100 per day liquidated damages on these contracts for the period from May 10 to May 21, 1966. We do, however, believe that the additional costs to the public should be fully recovered. In this case the costs would amount at least to the additional State engineering expense associated with the late completions.

Copy - Portland Area Engineer 10-19-67

Copy - Gen. Files

RECEIVED
OCT 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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AUG 1 1967

ERFO-101(2)
1.3.6.6

July 31, 1967

5420

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Attention Mr. T. Dec
Engineering Coordinator

Re: Assessment of Liquidated Damages
Upper & Lower Salt Creek Bridges
Contracts No. 6566 and 6567
Oregon Project: ERFO 101(2)

Dear Sir:

Following receipt of your letter of June 9, we resubmitted this matter to our Legal Division for further analysis and review.

We have now been advised by our Chief Counsel that further study leads him to the same conclusion expressed earlier -- that liquidated damages cannot be properly assessed for the period from May 10 to May 21, 1966.

In addition to the reasons stated in Mr. Johansen's opinion of May 2, it appears that the only cost to the State even arguably incurred during the period in May, was some $308.41 in engineering expense on the Upper Salt Creek Bridge and $291.14 engineering expense on the Lower Salt Creek Bridge. Since these figures are readily ascertainable and disproportionately small in relation to liquidated damages at $100 per day for some 12 days on each contract, the legal authorities indicate that liquidated damages cannot properly be assessed.

Our Chief Counsel has cited, in a letter to me, additional legal authorities in support of this conclusion, which are available to you if you wish.

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 17, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ERFO 101(2)
Upper and Lower Salt Creek Bridges
Contracts Nos. 6566 and 6567
Assessment of Liquidated Damages

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Mr. Edwards has advised that your Chief Counsel had further studies and again concluded that liquidated damages, amounting to $100 per day on each contract, cannot be properly assessed for the controversial work period in May 1966. Further, he advised that engineering expense during the particular May period amounted to $308.41 on the Upper Salt Creek Bridge and $291.14 on the Lower Salt Creek Bridge, disproportionately low figures compared to the computed liquidated damages for the 12-day period.

Due to the opinions of your legal authorities and other support furnished with the July 31 and in earlier letters, we concur in not assessing the set $100 per day liquidated damages on these contracts for the period from May 10 to May 21, 1966. We do, however, believe that the additional costs to the public should be fully recovered. In this case the costs would amount at least to the additional State engineering expense associated with the late completions.

Copy - Portland
Copy - Prineville
10-19-67

Ivan Copy - Gerlinger

RECEIVED
OCT 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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ERFO-101(2)
6566

July 31, 1967

5420

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Attention Mr. T. Dec
Engineering Coordinator

Re: Assessment of Liquidated Damages
Upper & Lower Salt Creek Bridges
Contracts No. 6566 and 6567
Oregon Project: ERFO 101(2)

Dear Sir:

Following receipt of your letter of June 9, we resubmitted this matter to our Legal Division for further analysis and review.

We have now been advised by our Chief Counsel that further study leads him to the same conclusion expressed earlier -- that liquidated damages cannot be properly assessed for the period from May 10 to May 21, 1966.

In addition to the reasons stated in Mr. Johansen's opinion of May 2, it appears that the only cost to the State even arguably incurred during the period in May, was some $308.41 in engineering expense on the Upper Salt Creek Bridge and $291.14 engineering expense on the Lower Salt Creek Bridge. Since these figures are readily ascertainable and disproportionately small in relation to liquidated damages at $100 per day for some 12 days on each contract, the legal authorities indicate that liquidated damages cannot properly be assessed.

Our Chief Counsel has cited, in a letter to me, additional legal authorities in support of this conclusion, which are available to you if you wish.

Under the circumstances, it is requested that you reconsider the question of Federal concurrence in the assessment of liquidated damages only up to December 3.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
G. E. Rohde
L. H. Young (enc.)

AHJ:rh ja

FORM H-30 BDM 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 21, 1967

RECEIVED
JUL 27 1967
LEGAL & RIGHT OF WAY

SUBJECT: Assessment of Liquidated Damages
Upper & Lower Salt Creek Bridges
Contracts Nos. 6566 and 6567
Oregon Project ERFO 101 (2)
Your Assignment No. 5820

To:

Mr. Tom Edwards
Asst. State Highway Engineer
B u i l d i n g

As requested, I am enclosing a rough draft of reply to Mr. Dec's letter of June 9, 1967, relating to the above, wherein he differs with the conclusions expressed in Mr. Johansen's opinion of May 2, 1967. The enclosed rough draft merely summarizes what is expressed in more detail in this letter.

After analysis of Mr. Dec's letter of June 9, 1967, and further study of this problem including additional legal research and inquiry into the facts, we are still of the opinion that assessment of liquidated damages for the period from May 10 to May 21 would be improper. Aside from strictly legal considerations, there appears to be a basic illogic, as well as injustice, in attempting to assess liquidated damages for work performed during the existence of a stop work order when, in a manner of speaking, the clock was not running at all.

This view may be emphasized by considering a hypothetical situation where a successful bidder was notified that we would start to count work days or calendar days 10 days after mailing the contract and bond to him for execution.

If the contractor immediately signed and returned the contract, he might be able to commence work, say, 5 days after the mailing, and 5 days before the day count commenced, thereby taking advantage of 5 days of "free time".

If, at the end of the job, the contractor exceeded the designated number of days by 5, surely he would not be assessed liquidated damages for a total of 10 days, merely because he was able to work 5 days before we started counting time against him.

On a more legalistic approach, we note that Mr. Dec acknowledges the legal distinction between liquidated damages and penalties, and that the bridges were opened to traffic in December, but

Copy to Klahre & Young 7-31-67

NCJ:b
Victor S. Wolf

urges "The fact remains that the structures were not satisfactorily completed under the terms of the contract until the May, 1966 dates." As pointed out in the opinion of May 2, if the purpose of a contract clause is to render performance more certain, rather than to compensate for actual damage which may be difficult to measure, the clause is regarded as imposing a penalty and is unenforcible. Secord v. Portland Shopping News, 126 Or. 218, 269 P. 228 (1928). Mr. Dec calls our attention to no contrary authorities indicating a different conclusion than expressed in our earlier opinion.

On the second page of his letter, Mr. Dec suggests that, although there may have been no direct damage to public travel, since the bridge was open to travel by December 3, nevertheless, the State must have incurred "engineering costs or other expenses".

By inquiry of the Bridge Division which, in turn, referred us to the Resident Engineer, we learned that there were certain engineering expenses charged to these projects between May 10 and May 21. On the Upper Salt Creek Bridge, Contract No. 6566, these amounted to $308.41. On the Lower Salt Creek Bridge, Contract No. 6567, the corresponding figure was $291.14. By contrast, $100.00 per day liquidated damages for each of the 12 calendar days involved, would amount to $1200 on each of the projects.

These facts suggest, in addition to the reasons in our opinion of May 2, two reasons why the assessment of liquidated damages would not be upheld in the event of litigation.

First, there are a number of cases holding to the effect that, where compensation for the actual injury or damage resulting from a breach of contract is reasonably susceptible of measurement by some adequate and approved legal standard, a stipulation or agreement for payment of an amount which may easily be excessive with reference to the terms, nature and purpose of the contract, should be considered as a penalty, even though specifically designated as "liquidated damages". See, for example, Pembroke v. Caudill, 160 Fla. 948, 37 So.2d 538, 6 ALR2d 1395, 1399 (1948).

In the Pembroke case, supra, the Court held that since the plaintiff's actual damage was readily ascertainable, a provision in the contract for forfeiture of a certain amount as liquidated damages was, in reality, for a penalty, and was hence not enforcible.

Similarly, in the present case, it appears that the only actual damage we could show was some engineering expense amounting to approximately $300. There was no inconvenience or expense to the traveling public, no obstruction of traffic, and no interference with or delay of business or commerce. These kinds of damage, contemplated by our liquidated damage provision, are, in fact, difficult of measurement although normally expected to occur in the event of delay in completion. The only other kind of damage contemplated by our liquidated damage clause is increased cost to the State. (Article 8-7, Standard Specifications.) Since the amount of such increased cost is readily susceptible of measurement, in the form of engineering expense, it is believed that, as in the Pembroke case, supra, it would be held that the liquidated damage provision was unenforcible.

A second, related reason appears from Psaty & Fuhrman v. Housing Authority, 76 R.I. 87, 68 A.2d 32, 10 ALR2d 789 (1949). That case involved a contract to erect a housing project for $2,620,000, entered into at the time of an existing and increasing housing shortage. A provision for $250 per day liquidated damages for delay in completion of the construction work was held reasonable and enforcible, but another clause for $25 per day liquidated damages for delay in completion of landscaping was held to be coercive in nature and unenforcible as a penalty.

It is believed that, in the present case, the delay in providing the public with a usable bridge is analagous to the delay in providing habitable housing in the Psaty case, supra, and that liquidated damages up until the date of opening to traffic could be justified on that basis. On the other hand, it appears that the delay in painting railings after the bridge was open to traffic is analagous to the delay in landscaping in the cited case, and that liquidated damages for that portion of the delay would not be enforcible.

It is also to be remembered that, under present Oregon law, if the owner contributes to delay in completion in any degree, the entire liquidated damage clause is considered to be waived, even though a time extension for a part of the delay was granted. Inland Construction Co. v. City of Pendleton, 116 Or. 668, 242 P. 942 (1926). In the present case, it appears that the contractor was granted a time extension exceeding two months (August 31 to November 6), by reason of our delay in making right of way available at the beginning of the job. Thus, if the Oregon Court still followed the strict rule of the Inland Construction Company case, supra, it would be held that we could re-

cover only our provable, actual damages, even for the delay before the bridge was opened to traffic. True, a good argument could be made that, under more modern decisions in other jurisdictions, the Inland case should not be followed today, but that case does represent the present rule in Oregon.

Under these circumstances, we must adhere to our prior opinion that liquidated damages for the period from May 10 to May 21 could not be justified in Court and would be legally improper.

G. E. ROHDE
Chief Counsel

GER:AHJ:rh
Encl.Rough Draft
of letter.

cc: Mr. Victor D. Wolfe
Mr. I. D. Merchant
Mr. Alan H. Johansen

RECEIVED
JUL 21 1967
OFFICE
STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 9, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

REFERRED
TO Johnson
FOR
G. E. ROHDE

PLEASE RETURN TO
TOM EDWARDS

SUBJECT: Oregon Project ERFO 101(2)
Upper and Lower Salt Creek Bridges
Contracts Nos. 6566 and 6567

Reference is made to your May 11 letter with attached legal opinion of May 2, 1967 by Staff Attorney A. J. Johansen regarding assessment of liquidated damages under the two subject contract numbers. Based on the legal opinion you stated your December 28 letter had not been in order and requested we reconsider your original September 26 letter in which you proposed waiving liquidated damages for the time consumed after December 3.

We have been and believe you have been aware of the legal distinction between liquidated damages and penalties and the court rulings regarding same which were discussed to some length by Mr. Johansen. Our use of the term "penalty time" in our correspondence with you was for expediency and was consistent with use of the expression in your November 25 and December 28 letters. We had no intention of inferring that assessment of liquidated damages was to act as a "penalty" as defined and discussed by Mr. Johansen.

Article 8-7 of your Standard Specifications establishes the basis for assessment of liquidated damages and portions of that article were quoted and discussed in the legal opinion. Particularly applicable is the paragraph:

> It is agreed by the parties to the contract that, in case all the work called for under the contract in all parts and requirements is not finished or completed within the contract time called for in the contract, damage will be sustained by the State of Oregon, and that it is and will be impracticable and extremely difficult to ascertain and determine the actual damage which the State will sustain in the event of and by reason of such delays; and it is therefore agreed that the contractor will pay to the State of Oregon as liquidated damages or the State, at its option, may deduct from any moneys due or

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

> to become due to the contractor from the State, the sum indicated in the schedule shown for each and every workday or calendar day elapsed in excess of the contract time specified for the performance and completion of the work called for in the contract.

The above provisions make no allowance for waiving the assessment of liquidated damages for late completion whether or not the roadway, bridge, rest area, or other facility is open to travel or public use. We agree that the public traveler in this case may have suffered no direct damages by reason of the late completion, but were no State engineering costs or other expenses covered by Article 8-7 incurred after December 3, 1965? Mr. Johansen discusses the specifications provision regarding late completion and actual damages and the difficulty in determining same; however, he concludes:

> "Since the bridge was in a condition for travel by the time of the shut-down order, it seems obvious that we suffered no actual damage by reason of any subsequent delay in final completion."

We cannot concur and do not understand his basis for arriving at this conclusion, unless it is assumed that all the reasons listed as your purpose for assessing liquidated damages must occur.

The fact remains that the structures were not satisfactorily completed under the terms of the contract until the May 1966 dates. We believe that increased assessments of liquidated damages on the Lower and Upper Salt Creek Bridge contracts are appropriate under your Standard Specifications, as we concluded originally, and as computed and proposed by your December 28, 1966 letters, the increased assessments amount to $5100 and $3800 respectively. The basis of such increased assessments is that mobilization time offered was optional, which the contractor did not elect to utilize. If you choose not to make such increased assessments, participating ERFO funds will be limited to otherwise eligible contract amounts, less the decrease in assessments.

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JUL 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 12 1967
FOR ...

FAP-101(2)
6566

May 11, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File: 08.35-DA

Upper Salt Creek Bridge
Contract No. 6566
FAP No. ERFO-101(2)

Dear Sir:

Reference is made to your memos of November 3, 1966 and December 13, 1966 in answer to our request for your concurrence in extensions of time for the subject contract.

All data pertinent to the time extension of this contract have been referred to our Chief Counsel for an opinion as to proper assessment of liquidated damages under the prevailing conditions. Our Counsel's opinion, over the signature of Alan H. Johansen, Staff Attorney, is attached. In reviewing the Counsel's opinion, it is apparent that the statement contained in our letter of December 28, 1966 was not in proper order and that our original request of September 26, 1966 was in proper order.

In view of the attorney's opinion, we request your further consideration of the matter to the extent that the extension requested in our letter of September 26, 1966 can be concurred in.

You will note the attorney's opinion covers only the Upper Salt Creek Bridge, Contract 6566. The other bridge on the project, Lower Salt Creek Bridge, Contract 6567, should be considered along with the Upper Salt Creek, Contract 6566, as parallel conditions applied to both contracts.

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

Attachment

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

FORM E-30 BOH 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 2, 1967

To: Ivan D. Merchant
Bridge Engineer

SUBJECT: Upper Salt Creek Bridge
Contract No. 6566
FAP No. ERFO-101 (2)
Assessment of Liquidated Damages

Building

As requested in your inter-department letter of March 3, 1967, we have reviewed the correspondence attached thereto, relative to the disagreement with the Bureau of Public Roads as to whether and to what extent liquidated damages should be assessed on this project.

We understand the pertinent facts to be as follows. The original completion date of this contract was August 31, 1965. On September 28, the commission for sufficient causes extended the completion date to November 6, 1965, without assessment of liquidated damages; we assume that this extension was concurred in by the Bureau of Public Roads. We do not know the exact reasons for the time extension.

Work was not completed by the extended completion date, and on December 3, 1965, an indefinite Stop Work Order was issued, for the winter. The work remaining at that time consisted of painting structural steel, placing metal parapet rail and incidental items of clean-up. As of December 3, the structure was completed to a stage that permitted its being opened to traffic, and we assume that it was so opened.

On May 10, 1966, the contractor was advised in writing that the shut-down order would be terminated effective May 23, 1966. The time lag of 10 calendar days (excluding Sundays and legal holidays) was to allow the contractor time to remobilize his men, equipment and materials on the job site. The Bureau of Public Roads, in its letter of December 13, 1966, agrees that it is reasonable to advise the contractor in advance of the date by which his Stop Work Order is to be lifted so that he may mobilize his forces.

The contractor was able to resume work immediately following the order of May 10, and completed all remaining work on May 21, 1966, prior to the effective date for lifting the suspension order.

Meanwhile, the metal parapet rail had been placed during the period of the suspension order, at the specific request of the State.

On these facts, the Bureau of Public Roads appears to be of the opinion that liquidated damages should be assessed not only for the period from November 6 until December 3, 1965, but for the time required for completion of painting in May of 1966.

Upon the facts as stated, it is our opinion that liquidated damages are not legally enforceable for the time spent from May 10 to May 21, 1966, and indeed perhaps not even for the period from November 6 to December 3 of 1965. There are several reasons for this opinion, even aside from the obvious illogic in attempting to assess liquidated damages for a time between the beginning and ending of a suspension order issued by the State.

We note the final sentence in the Bureau's letter of December 13, to the effect that if the contractor with the approval of the engineer commences work prior to the date for terminating the suspension order, "...it does not preclude assessment of liquidated damages if he is on penalty time." We are not certain whether this is merely an example of the common but inaccurate practice of loosely using the term "penalty" as synonymous with "liquidated damages," or whether it reflects a more fundamental error.

There is, in any event, a very important legal distinction between a penalty and liquidated damages. With respect to a clause calling for payment of a sum of money by one party for late completion or other breach of the terms of a contract, if the clause is found to be based on the principle of compensation for actual damage caused by the delay or other breach, it is generally enforceable. On the other hand, if it is determined by the court that the purpose of the clause is penal in nature, that is, to punish a party for late completion or other breach, it will be considered void as a penalty and unenforceable. Massman Construction Co. vs. City Council of Greenville, Miss. (CCA 5, 1945), 147 F2d 925; United States vs. C. J. Martin Lumber Co. (CA 5, 1957), 246 F.2d 58; Southwest Engineering Co. vs. United States (CA 8, 1965), 341 F.2d 998; United States vs. Kanter (CCA 8, 1943), 137 F.2d 828; Werbin, Legal Cases for Contractors, Architects and Engineers (Central Book Co., Inc., 1961), page 181.

Thus, it is a fundamental error in this and all other such cases to regard the problem from the standpoint of punishing the contractor for late completion. That is not a legitimate purpose of a liquidated damage clause. If the purpose is to impose a penalty in order to render performance more certain (rather than to compensate for actual damage which may be difficult to measure), the clause is unenforceable. Secord vs. Portland Shopping News, 126 Or. 218, 269 P. 228 (1928).

It is important to note that the bridge was in fact opened (or ready to open) to traffic by December 3. Our purpose in assessing liquidated damages is because delay in completion will "...inconvenience and be expensive to the traveling public, obstruct traffic, interfere with and delay business and commerce,

and increase the cost to the State...." Art. 8-7, Standard Specifications (1964 Edition) The same article also provides that in the event of late completion actual damage will be sustained by the State, and that it will be extremely difficult to determine the extent thereof. These provisions reveal the purpose and the justification for assessment of liquidated damages on a per diem basis. Since the bridge was in a condition for travel by the time of the shut-down order, it seems obvious that we suffered no actual damage by reason of any subsequent delay in final completion. It has been held in several cases that if the party claiming liquidated damages under a contract suffers no actual damage, no liquidated damages can be recovered. Massman Construction Co. vs. City Council of Greenville, Miss. (CCA 5, 1945), 147 F.2d 925; Northwest Fixture Co. vs. Kilbourne & Clark Co. (CCA 9, Wash., 1904), 128 F. 256; Rispin vs. Midnight Oil Co. (CCA 9, Cal., 1923), 291 F. 481.

The Massman Construction Company case, supra, is particularly interesting because of its factual similarity to the present controversy. There, a toll bridge substructure contractor sued the city for remission of liquidated damages which had been withheld for late completion. The contract provided that "Delay in completion will cause interference with traffic and losses, such as lost earnings, interest in investment, administration expenses and other tangible and intangible loss and will incommode the public. To cover partially such losses and expenses, the Owner shall have the right to deduct....", etc. The contract further provided for $250 per day deduction for late completion, "which sums shall represent the actual damages which the owner will have sustained per day by failure of the contractor to complete the work within the time stipulated and this sum is not a penalty but a stipulated damage the first party will have sustained...."

It appeared that the western end of the bridge was in the State of Arkansas, which state had agreed to build the westerly approach road. After the entire bridge had been finished, the opening was delayed for at least 30 days because of Arkansas' failure to have the approach road completed. The trial court denied plaintiff's right to recover the liquidated damages withheld from its earnings, but the Court of Appeals reversed, stating that:

> "The quoted provisions of the contract show that the parties intended to provide for liquidated damages to cover partially 'losses, such as lost earnings, interest in investment, administration expenses and other tangible and intangible loss' that would be 'caused by a delay in completion' with the consequent delay in beginning the operation of the bridge. Even though we assume that the contract provided for liquidated damages instead of a penalty, nevertheless the intent and

purpose of the provision was to guard the city against a delay in opening the bridge and against only such losses as the parties anticipated would be caused by a delay in completion of Appellant's contract.

"The term 'actual damages' used in the second paragraph above quoted has reference to actual damages which the parties to the contract presupposed would be caused the city by the delay in the operation of the bridge as a result of the failure of the Appellant to complete its contract within the time provided, but if the contingency upon which the presupposition is based never happens, the presupposition must vanish.

"There were no losses caused to the city by the delay in the completion of the piers or the bridge, because the bridge was completed in its entirety 30 or more days before there was a road to the bridge on the Arkansas side." 147 F.2d at 927.

Another significant factor in the present case is that a time extension was granted from the original August 31 completion date until November 6. Presumably this was by reason of delays attributable to the State, or at least not attributable to the contractor. Under the existing law in Oregon, if the owner contributes to delay in completion in any degree, the entire liquidated damage clause is considered to be waived, even though a time extension for a part of the delay was granted. Inland Construction Co. vs. City of Pendleton, 116 Or. 668, 242 P. 842 (1926). It was also there held that if the contractor causes further delay, the owner can only collect his provable actual damages resulting therefrom.

Here, it appears that we can show no actual damage, at least as to such delay as occurred after December 3.

Further, the time extension which was granted indicates that sometime earlier in the project, the contractor was delayed for more than two months by causes not chargeable to him. Except for this, he apparently would have finished the entire project in the first season, and the present problem involving the shut-down order would have been avoided.

In conclusion, we are virtually certain that no right to liquidated damages after December 3 can be sustained. Indeed, there is some doubt, under the Inland Construction Company case, supra, whether we could even sustain a right to liquidated damages for the period of delay from November 6 to December 3, 1965.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 2 - 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

Alan H. Johansen

AHJ:gw
cc: G. E. Rohde

ALAN H. JOHANSEN
Staff Attorney

RECEIVED
MAR 17 1967
FOR FILING

EKFO-101(2)

6566

March 16, 1967

Glens Falls Insurance Company
P.O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 6566 awarded to Ross Bros. Construction Company for construction of the Upper Salt Creek Bridge on the Oakridge-Salt Creek Tunnel Section of the Willamette Highway in Lane County was completed on May 21, 1966, and accepted by the Highway Commission on March 15, 1967.

Final payment in the amount of $19,919.02 will be released to the contractor after March 23, 1967. The total contract amount is $232,991.74 including $463.33 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

Kim

cc Ross Bros. Constr. Company
399 Apple Blossom Avenue, North
Salem, Oregon

Bourland Insurance Agency
1980 Fairgrounds Road, S.E.
Salem, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
MAR 16 1967
FOR FILING

FAP 111(2)

6166

March 15, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed May 21, 1966, on Contract No. 6566. The contract was with Ross Brothers Construction Company and was for construction of the Upper Salt Creek Bridge on the Cahrlage-Salt Creek Tunnel Section of the Willamette Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 15, 1967, and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
L. R. Chandler

srb cm

RECEIVED
MAR 3 - 1967

ERFO-101(2)
L211

Salem, Oregon
March 2, 1967

Contract No. 6566
Oakridge-Salt Creek Tunnel
(Upper Salt Creek)
Federal-aid Proj. No. ERFO-101(2)

Mr. Vince Gallagher
Contract Payments Supervisor

Office

We have been instructed to issue the Final Estimate on the subject-named project.

As you are aware, there was some question regarding the charging of liquidated damages for days worked during a stop-work period. You will perhaps recall that a time extension to November 7, 1965 was approved by the Highway Commission, and that 26 penalty days were assessed subsequent to that time and before a stop-work order was issued on December 4, 1965.

An order to resume work was issued May 10, 1966, with 10 days of workday grace allowed for the contractor's move-in. However, the contractor moved in May 10, and before the elapse of the 10 workdays, completed the work.

At a meeting with Mr. Porter, Mr. Merchant and the writer this date, it was Mr. Porter's opinion that no further Commission action was necessary with regard to a time extension and that days worked during the shutdown order would not be charged to the contractor.

The Bureau of Public Roads has not agreed to date that this time should not be charged to the contractor. Mr. Merchant is going to make a further effort to get the Bureau to concur in the thinking that these days are not chargeable.

Final billing to the Bureau of Public Roads on this project should not be made until the Bureau has again reconsidered their stand. Mr. Merchant will keep us informed.

L. H. Young
Office Engineer

LHY:ls
cc: R. L. Porter
I. D. Merchant
C. H. Matson
R. N. Chase

RECEIVED
JAN 18 1967

Form CD-124 (1-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

ERFO 101(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

G.

DATE: January 16, 1967

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Portland, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ERFO 101(2)
Upper and Lower Salt Creek Bridges

This is to advise you that we concur in your September 26, 1966 requests as amended by your December 28, 1966 letters regarding time charges and liquidated damages on these contracts.

NOTED
TOM EDWARDS

Copy Mailed Klaboe Young 1-18-67

RECEIVED
JAN 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 29 1966

ERFO-101(2)

6566

5226

December 28, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Upper Salt Creek Bridge
Contract 6566
FAP No. ERFO-101(2)
Your File 08-35-DA

Dear Sir:

In line with your memo of December 13, 1966, please amend our request of September 26, 1966 to include penalty time for the period May 10, 1966 to and including May 21, 1966, the time the painting work was being performed.

This makes a total of 38 days' penalty and an assessment of $3,800 against the contractor.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

Form CD-12T (11-63) (Prescribed by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 13, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ERFO-101(2)
Upper Salt Creek Bridge
Contract No. 6566

Reference is made to our November 3, 1966 memorandum, subject as above, and Mr. Edwards' November 25, 1966 letter in reply regarding liquidated damages to be assessed on subject project.

We have again reviewed the facts relevant to the time extension proposed by your original September 26, 1966 letter, and are unable to reverse the decision expressed in our November 3 memorandum. We do agree that no assessment should be made for the time required to install the rail, which was at the State's request. However, the fact remains that the contractor went back to work and finished the job on penalty time, and liquidated damages should be assessed for at least the period of time required to complete the contract.

You refer to Resident Bridge Engineer E. A. Jones' May 10, 1966 letter in which he advised the contractor that he would be allowed 10 calendar days, excluding Sundays and legal holidays, from the date of his letter to remobilize before the assessment of additional penalties would commence. In effect, he waived assessment of liquidated damages from May 10 to May 23, 1966, without authority under the contract. We agree that it is only reasonable to advise a contractor in advance of the date by which a Stop Work Order is to be lifted so that he may mobilize his forces. However, if the contractor, with the approval of the engineer, commences work prior to such a date, it does not preclude assessment of liquidated damages if he is on penalty time.

Copies - Kabel

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
DEC 16 1966 PM
AM 7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
DEC 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 29 1966

EK-101(2)

6566

November 25, 1966

5110

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Upper Salt Creek Bridge
Contract No. 6566
FAP No. ERFO-101(2)
Your File: 08-35-DA

Dear Sir:

I have your letter of November 3 stating that liquidated damages should be assessed the contractor for time consumed beyond December 3, 1965 in completing the work.

At the time the stop-work order was issued (see attached letter dated December 3, 1965) it was agreed with the contractor that he would be given a ten-day (excluding Sundays and legal holidays) crew assembly time without being charged time and that penalties would be assessed for time consumed beyond the expiration of the ten-day grace period. The start-work order (see attached letter dated May 10, 1966) establishes a date of May 23, 1966 to start counting penalty time.

The painting work was started May 10, 1966 and completed May 21, 1966, which was prior to the date penalty time would start per our agreement with the contractor.

The parapet rail was placed January 28 and 31, 1966 at the specific request of the State. I do not feel that the contractor should be assessed liquidated damages for these days because the work was done during the period of the shut-down order and it could well have been done while the paint work was going on.

In view of our very definite agreement with the contractor, will you please review your ruling to the extent that the originally requested extension may have your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

FORM S-7232 5OM 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6566

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 3, 1965

Ross Bros. Construction Co.
359 Apple Blosson Ave. N.
Salem, Oregon

Re: Upper Salt Creek Bridge
Contract No. 6566
Suspension of Work
Clearing and painting
structural steel

There is no likelihood at this time of the year of a period of weather suitable and of sufficient duration for the satisfactory prosecution of the above referenced work. You are accordingly directed on this date to suspend all such work. This temporary suspension of work shall be for an indefinite period, probably extending well into next spring.

Ellis H. Jones
Resident Bridge Engineer

EHJ,rj

cc: Division
Bridge Division
Construction Division
Office Engineering Division

NOTED
E. C. RICKETTS

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
DEC 6 1965 PM
AM 7,8,9,10,11,12,1,2,3,4,5,6
NOTED
ALFRED A. REAR

Form CD-121 (11-63) (Prescribed by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 3, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ERFO-101(2)
Upper Salt Creek Bridge
Contract No. 6566

Mr. Edwards' September 26 letter advised that the subject project was completed on May 21, 1966, and proposed that liquidated damages after December 3, 1965, be waived. He advised that a Stop Work Order was issued December 3, 1965, because weather conditions were not satisfactory for painting, and that the contractor moved in and completed the contract prior to May 23, 1966, when the shutdown order was to be lifted. The only other remaining work at the time of winter shutdown was the installation of the parapet rail which was also completed during the period of the shutdown order; however, this was done at the specific request of the Department.

We do not believe that the waiver of liquidated damages after December 3, 1965, is justified. Time should be charged and liquidated damages assessed for the actual number of days required by the contractor to complete his contract, with the possible exception of those days required to install the parapet railing if he normally would have installed the railing concurrently with his painting.

Copy - Nielsen
Young
Merchant
11-7-66

OREGON STATE HIGHWAY DEPT
BRIDGE DIVISION
AM NOV 7 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

6566
6567

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID O. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

Apr 20, 1966

Re: Upper Sand Creek Bridge
Contract No. 6566
Lower Sand Creek Bridge
Contract No. 6567
Ruling Computation of
Liquidated

This letter will confirm the terms of our understanding with [illegible] completion of work on that portion suspended last [illegible] pending [illegible] on the subject [illegible] the extent of further suitable and probably of [illegible] to permit satisfactory prosecution of that [illegible] not fully [illegible] possible to complete [illegible] of this [illegible] work on these projects.

[illegible] (excluding [illegible]) [illegible] this day to arrange for [illegible] equipment and materials onto [illegible] the [illegible] of any additional penalties [illegible] the [illegible] and previously allowed [illegible].

[illegible]
Resident Bridge Engineer

[illegible]

[illegible]
[illegible] ✓
[illegible]
[illegible]

NOTED
WARD MERCHANT

RECEIVED
SEP 27 1966
FOR FILING

ERFO-101(2)

6566

September 26, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Upper Salt Creek Bridge
Contract No. 6566
FAP No. ERFO-101(2)

Dear Sir:

The specified completion date for work under this contract was August 31, 1965. On September 28, 1965, the Highway Commission, for cause, extended the completion date to November 6, 1965, without assessment of liquidated damages.

The contractor continued work after the extended completion date until December 3, 1965, on which date the structure was completed to a stage that permitted its being opened to traffic. Work remaining at that time consisted of painting structural steel, placing metal parapet rail in incidental items of site cleanup. As weather conditions were not favorable for satisfactory painting, a shutdown order was issued December 3, 1965.

On May 10, 1966, the contractor was advised that the shutdown order would be lifted effective May 23, 1966. He immediately returned to work and completed the painting on May 21, 1966, which was prior to the effective date for lifting the stop work order. Metal parapet rail and other items of work were completed during the time the shutdown order was in effect on the specific request of the Department.

With your concurrence, I propose to recommend to the Highway Commission that the contractor be assessed liquidated damages for the period November 7, 1965 to and

including December 3, 1965 and that liquidated damages be waived for the remainder of the time consumed. This would amount to an assessment of 26 days at $100 per day, or $2,600.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

RECEIVED
JUN 24 1966

FORM E-123X

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ERFO-101(2)

6566

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 26, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 21, 1966 on Contract No. 6566 Upper Salt Creek Bridge Section, in Lane County, in connection with Federal-Aid Project No. ERFO-101(2).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 5-23-66

Conditions Noted on above date:

None noted on this contract.

RWP

A. W. Parsons
Division Engineer

By: J. H. Girvin
J. H. Girvin
Acting District Engineer

Ref'd to Young 6-24-66

RECEIVED
JAN 20 1966
FOR FILING

ERFO-101(2)

6566

January 19, 1966

4270

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oakridge-Salt Creek Tunnel Section
Contracts No. 6566 and 6567
ERFO 101(2)

Dear Sir:

Reference is made to your letter dated January 7 regarding parapet rail on the Salt Creek Bridges.

Instructions have been issued to our field forces to have the parapet rail installed without further delay.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

AAR:smd jwa

Form CD-121 (11-63) (Prec. by A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 7, 1966

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon ERFO 101(2), Oakridge - Salt Creek Tunnel Section

Recent construction inspections of subject project reveal certain unsafe conditions which we wish to call to your attention.

Upper and Lower Salt Creek Bridges have been substantially completed and opened to traffic. One of the remaining work items on each of these structures is installation of handrails. It is our understanding that these rails are on the project, but were not installed in order to facilitate contractor's painting of structural steel and concrete finishing.

Work has been suspended due to unsuitable weather for painting. We believe these rails should be installed since the period of suspension could extend through the winter period.

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OREGON STATE ...
BRIDGE DIVISION
AM JAN 12 1966 PM
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RECEIVED
JAN 10 1966
OFFICE OF
STATE ... ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Monthly transaction number	FORM PR-2A (11-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 6566 3 ~~6552~~	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 1-14-66	County Lane
		Project number Ehr 0-101(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 12, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 2,324,906.00

Revised Federal funds $ 2,324,906.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14th day of January, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

October 12, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of revised estimate as a basis for modification of project agreement for Project No. ERFO-101(2), Oakridge-Salt Creek Tunnel Section.

The estimate has been revised to reflect an estimated over-run of quantities of several bid items, as noted on the estimate, and to include approved price agreements and approved State Force Orders.

A copy of a memorandum from our Construction Division to Mr. F. D. Klaboe setting forth the bid items and estimated over-run of each item is attached.

We are requesting modification of the project agreement to provide the additional Emergency Relief (ERFO) Funds required for this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHC:cc

RECEIVED
JAN 25 1966
OFFICE ENGINEERING
DIVISION

RECEIVED
JAN 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Department

Federal-Aid
Project No. ERFO-101(2)

OAKRIDGE-SALT CREEK TUNNEL SECTION OF THE

WILLAMETTE HIGHWAY IN LANE COUNTY

(Revised estimate as a basis for modification of project agreement. Estimate revised to include approved price agreements, state force orders and estimated over-runs of bid item quantities.)

Salem, Oregon, October 12, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code 6201
Roadway (MP 37.24 to MP 55.13) (Contract No. 6553)

Moving Costs	All Required		$ 75,000.00
Blade Grader	2,400 hours	$ 15.00	36,000.00
Tractor (185 H.P), Dozer	4,000 hours*	25.00	100,000.00
Tractor (185 H.P.), Dozer and Winch	500 hours	27.00	13,500.00
Tractor (75 H.P.), Dozer	650 hours*	20.00	13,000.00
Power Shovel, 2-1/2 C.Y. Comb.	300 hours	34.00	10,200.00
Power Shovel, 3/4 C.Y. Comb.	850 hours*	25.00	21,250.00
Crane, Truck-Mounted, Dragline	80 hours	25.00	2,000.00
Trucks, Dump, 6 C.Y.	350 hours	13.00	4,550.00
Trucks, Dump, 10 C.Y.	1,500 hours*	13.00	19,500.00
Trucks, Dump, 20 C.Y.	4,000 hours	25.00	100,000.00
Trucks, Flatbed, 1-1/2 Ton	200 hours	10.00	2,000.00
Trucks, Pickup, 3/4 Ton (without Operator)	2,400 hours	2.00	4,800.00
Trucks, Sprinkler, 4,500 Gals. with Pump	250 hours	15.00	3,750.00
Loader, Wheel Type, 3/8 C.Y. Comb.	300 hours	14.00	4,200.00
Loader, Wheel Type, 1 C.Y.	330 hours	14.00	4,620.00
Loader, 4-Wheel Drive, 4 C.Y.	700 hours	30.00	21,000.00
Loader, Crawler, 2 C.Y.	1,200 hours*	30.00	36,000.00
Roller, Vibratory with Power	100 hours	32.00	3,200.00
Roller, Grid with Power	400 hours	29.00	11,600.00
Tamper, Gasoline Engine (Hand Operated)	50 hours	10.00	500.00
Pump, Portable, 3-4 inch	100 hours	5.00	500.00
Saw, Portable Chain, Minimum 36" Bar	1,060 hours*	15.00	15,900.00
Wagon Drill, 3-1/2 inch Rubber Tired with Comb.	50 hours	26.00	1,300.00
Explosives	1,000 lbs.	0.60	600.00
Foreman	4,500 hours*	6.75	30,375.00
Laborers	17,500 hours*	4.75	83,125.00
Watering	3,000 M-gals.	3.00	9,000.00
3/4" - 0 Material in Base	16,500 tons	1.75	28,875.00
Stone Base	120,000 tons	1.65	198,000.00

3/4" - 0 Aggregate in Prime Coat	900	cu.yds.	$ 3.00	$ 2,700.00
RC-250 Asphalt in Prime Coat	450	tons	50.00	22,500.00
RS-1 Asphalt in Tack Coat	11	tons	70.00	770.00
Class "B" Asphalt Concrete Mixture	27,000	tons	4.90	132,300.00
Asphalt Cement in Mixture	1,490	tons	33.70	50,213.00
Loose Riprap	210,000	cu.yds.*	2.45	514,500.00
Furnish 18-inch Metal Culvert Pipe, Type "A" Coating	1,100	lin.ft.	2.80	3,080.00
Furnish 24-inch Metal Culvert Pipe, Type "A" Coating	670	lin.ft.	3.90	2,613.00
Furnish 30-inch Metal Culvert Pipe, Type "A" Coating	500	lin.ft.	5.75	2,875.00
Furnish 36-inch Metal Culvert Pipe, Type "A" Coating	300	lin.ft.	6.60	1,980.00
Furnish 42-inch Metal Culvert Pipe, Type "A" Coating	60	lin.ft.	10.50	630.00
Furnish 60-inch Metal Culvert Pipe, Type "A" Coating	300	lin.ft.	19.50	5,850.00
Furnish 72-inch Metal Culvert Pipe, Type "A" Coating	140	lin.ft.	24.00	3,360.00
Furnish 8-inch Perf. Metal Drain Pipe	750	lin.ft.	1.50	1,125.00
Special Backfill in Drains	700	cu.yds.	6.00	4,200.00
Guard Rail	25,000	lin.ft.	2.35	58,750.00
Rail End Pieces	50	only	6.00	300.00
Remove Existing Bridge	All Required			1,000.00
				$1,663,091.00

Approved Price Agreements and State Force Orders

PA #1	1/2 Ton Pickup	2,400 hours	$ 1.50	$ 3,600.00
PA #2	3,700 Gal. Sprinkler Truck	150 hours	12.30	1,845.00
PA #3	Wind Machines	400 hours	1.00	400.00
PA #4	Jackhammers, 51 lb. minimum	400 hours	8.30	3,320.00
PA #9	SS-1 Asphalt in Sprinkling	10,000 Gal.	0.38	3,800.00
SFO #1	Signing and Barricades	All Required		1,000.00
				$ 13,965.00
Flagging (57½ of Contractor's Cost)		All Required		$ 8,000.00
Striping		All Required		1,000.00
Seeding and Mulching		All Required		2,000.00
				$ 11,000.00
		Subtotal		$1,638,056.00
		10% Engr. & Cont.		163,805.00
				$1,856,161.00
Salvage Value of Old Bridge		35 tons	$ 20.00	$ (700.00)
				$1,856,161.00

Type Code X080
Eagle Creek Bridge (#3995A) (Sta. 15+80 to Sta. 16+30) (Contract No. 6559)

Remove Old Bridge	All Required	$.	$ 2,000.00
Shoring, Cribbing, etc.	All Required		4,000.00
Structural Excavation	500 cu.yds.	10.00	5,000.00
Structural Excavation Below Elevation Shown	50 cu.yds.	10.00	500.00
Class "A" Concrete (193 C.Y.)	All Required		11,580.00
3'x50' to 55' Prestressed Concrete Slab	12 only	866.00	10,392.00
Metal Reinforcement (33,000 lb.)	All Required		4,000.00
			$ 37,472.00

Type Code X031
Lower Salt Cr. Bridge (#1519A)(Sta. 2449+14 to Sta. 2451+44)(Contract No. 6567)

Remove Old Bridge	All Required		$ 6,900.00
Shoring, Cribbing, etc.	All Required		5,000.00
Structural Excavation	600 cu.yds.	$ 10.00	6,000.00
Structural Excavation Below Elevation Shown	60 cu.yds.	10.00	600.00
Class "A" Concrete (555 C.Y.)	All Required		39,220.00
Metal Reinforcement (118,500 lb.)	All Required		15,000.00
Structural Steel (27,800 lb. Carbon) (251,600 lb. Low Alloy)	All Required		78,594.00
Metal Parapet Railing, Single Pipe	461 lin.ft.	6.50	2,996.50
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	25 lin.ft.	5.00	125.00
			$ 154,435.50

Type Code X031
Upper Salt Cr. Bridge (#2071A)(Sta. 2196+66 to Sta. 2200+32) (Contract No. 6566)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	450 cu.yds.	$ 10.00	4,500.00
Structural Excavation Below Elevation Shown	50 cu.yds.	10.00	500.00
Furnish 10 BP 42 Steel Piling	1,570 lin.ft.	5.00	7,850.00
Drive Steel Piles	86 only	50.00	4,300.00
Splice Steel Piles	20 only	35.00	700.00
Class "A" Concrete (1,165 C.Y.)	All Required		81,000.00
Metal Reinforcement (219,400 lb.)	All Required		30,158.00
Structural Steel (48,600 lb.) (304,300 lb. Low Alloy)	All Required		93,975.00
Metal Parapet Railing, Single Pipe	740 lin.ft.	6.50	4,810.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	50 lin.ft.	5.00	250.00
			$ 233,043.00
	Subtotal		$ 424,950.50
	10% Engr. & Cont.		42,494.50
			$ 467,445.00
Salvage Value of Old Bridge	35 tons	$ 20.00	(700.00)
			$ 466,745.00

Length of Roadway - - - - - - - - - - 17.768 mi. (Intermittent Sections)
Length of Structures (3) - - - - - 0.122 mi.
Total Length - - - - - - - - - - - - 17.890 mi.

SUMMARY OF FUNDS

	Total Cost	Federal Funds
Preliminary Engrg.	$ 2,000.00	$ 2,000.00
Roadway	1,856,161.00	1,856,161.00
Structure	166,745.00	166,745.00
	$2,324,906.00	$2,324,906.00

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 20-1476
20-1014
20-1015
20-1017
20-1016

* These bid item quantities have been increased to include the estimated over-run of each bid item. The increase is shown below:

	Bid Item	Contract Quantity	Expected Over-run Quantity		Amount
3.	Tractor, 185 H.P.	2,500 hrs.	1,300 @	$25.00	$32,500
5.	Tractor, 75 H.P.	160 Hrs.	490 @	20.00	9,800
7.	Power Shovel, 3/4 C.Y.	50 hrs.	800 @	25.00	20,000
10.	Trucks, 10 C.Y.	500 hrs.	1,000 @	13.00	13,000
13.	Loader, Crawler, 2 C.Y.	40 hrs.	1,160 @	30.00	34,800
23.	Portable Chain Saw	160 hrs.	900 @	15.00	13,500
26.	Foreman	2,400 hrs.	2,100 @	6.75	14,175
27.	Laborers	10,000 hrs.	7,500 @	4.75	35,625
36.	Loose Riprap	190,000 cu.yds.	20,000 @	2.45	49,000

OAKRIDGE-SALT CREEK TUNNEL SECTION

PROJECT NO. ERFO-101(2)

CONTRACT NO. 6553

State Work Nonfederal Aid

ROCK PRODUCTION

1/2" - 1/4"	Material in Stockpile	2,500 cu.yds.	$3.00	$ 7,500.00
1/4" - #10	Material in Stockpile	1,500 cu.yds.	3.00	4,500.00
1/2" - 0	Material in Stockpile	4,000 cu.yds.	3.00	12,000.00
1/4" - 0	Material in Stockpile	6,000 cu.yds.	3.00	18,000.00
				$42,000.00

RECEIVED
NOV 1 2 1965

FOR FILE

6566

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date OCT 13 1965 [illegible]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name: Oakridge-Salt Creek Tunnel (Upper Salt Creek Bridge) Br. No. 2071A — Date: October 18, 1965
Highway: Willamette — Contract No.: 6566
County: Lane — Prefix: 20-1016
Contractor: Ross Bros. Construction Co., 359 Apple Blossom Ave. N. — F. A. Project No.: ERFO-101(2)
Address: Salem, Oregon — Order No.: 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish all labor, equipment and miscellaneous materials, except scrap H pile salvaged from bridge job, required to construct an H pile debris riser.

Location by station numbers:

Sta. 1600 + 70

Estimate of quantities and cost:

Labor . . .	$350.00
Equipment . . .	90.00
Material . . .	30.00
(Total) .	$470.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Grading contractor had neither the men nor the equipment available for this work.

1. Maximum equipment rental rates allowable as per A.G.C. agreement.
2. Percentage allowed contractor is in accordance with executed contract for the job.

Work started 10-18-65. Prior approval, Jay B. Boyd, Asst. Div. Engr. 10-14-65.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$262,173.37
Present estimate of project cost, including $470.00 for work under this order	$251,731.44
Expected under-run amount	$10,441.93
Expected under-run per cent	3.98%

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. H. Jones, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. B. Boyd, Asst. Division Engineer

Approved /s/ L. H. Young, Office Engineer.

State Printing

Young 11-10-65

RECEIVED
OCT 25 1965

FOR FILING
ERFO-111(2)
6566

September 28, 1965

Ross Bros. Construction Company
359 Apple Blossom Avenue, North
Salem, Oregon

#11

Gentlemen:

The State Highway Commission at its meeting today considered your request for an extension of the specified completion date from September 15 to November 6, 1965, to complete Contract No. 6566 for the Upper Salt Creek Bridge on the Willamette Highway in Lane County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to November 7, 1965, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc L. R. Chandler
Ellis Jones
I. D. Merchant
L. H. Young
C. H. Maisen
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6566 Contractor Ross Bros. Construction Co.

Highway Willamette
Oakridge - Salt Creek Tunnel
Section Upper Salt Creek Bridge

Kind of Work Structure (Br. No. 2071A)

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

It is recommended that the contractor be granted an extension of 52 calendar days, extending the completion date from September 15, 1965, to, and including, November 7, 1965, due to the inability of the State to make the site available for 52 days after the tentative date established in the contract.

Recommended for Approval:

Jay B. Boyd
ASSISTANT Division Engineer

Duane V. Merchant
~~Construction Engineer~~ or
Bridge Engineer

Sam Hall
asst. State Highway Engineer

Contract No. 6566

Project designation FAP No. ERFO-101(2)
State-Federal

Date awarded April 8, 1965

Work started June 22, 1965

Per cent completed 10% (7-30-65)
Date

No. of Workdays Allowed Comp.Date 9-15-65

No. of Workdays Used ---
Comp.Date 11-6-65

No. of Added Workdays Requested 52 Day Extension

E—330 (Rev.)—6M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 30, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 9/15/65 days to 11/6/65 days, within which to complete our Contract No. 6566, without the assessment of liquidated damages. The said contract is described as follows:
Construct Upper Salt Creek Bridge on Willamette Highway near Oakridge, Oregon
The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: We were delayed in gaining access to the construction site from April 30, 1965 until June 21, 1965.

Respectfully submitted,

ROSS BROS. CONSTRUCTION CO.
Contractor

By R. L. Ross - Partner

CONSENT OF SURETY

Date July 30, 19 65

We, Glens Falls Insurance Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Earl C. Bourland
Earl C. Bourland, Attorney-in-fact

(SEAL)

Earl C. Bourland
Resident Agent

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SEP 23 1965
FOR FILING

ERFO-101 (2)
6466

September 23, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 11
September 23, 1965 Meeting

Gentlemen:

As a result of the December flood, Contract No. 6566 was awarded to Rose Bros. Construction Company to replace the Upper Salt Creek Bridge on the Willamette Highway in Lane County. The contract was awarded on April 8, 1965, at the time the job of cleaning up the Willamette Highway was barely started.

The contract provisions stated "construction of a channel change at this structure site is to be performed by the grading and paving contractor. It is anticipated but not guaranteed that this work will be completed by April 30, 1965."

The channel work subsequently became difficult and the bridge site was not made available to the contractor until June 21, 1965.

Field engineers advise that the contractor began operations immediately and has worked diligently, including overtime, since that date. The original time allocation for the project was minimum. It would be unjust to expect the contractor to assume the 52-day delay time which occurred in site preparation, and we recommend that you grant such an extension, establishing a new completion date of November 7, 1965.

This is a federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the Commission meeting September 28.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
L. R. Chandler

TE:bg

FORM E-123X 50M 9-64

RECEIVED
JUN 24 1965
EBFL-101(2)
6566

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 23, 1965

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Upper Salt Creek Bridge
Contract No. 6566
Federal Aid Project No.
ERFO-101(2)

Work was started on the above project on June 22, 1965.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

JA

cc: L.H. Young
C.H. Maison
E.A. Query

RECEIVED
FLOOD QUERY

RECEIVED
APR 19 1965

FHWA-1020-12
(1-63)
(Prev. by
P.R. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FOR FILE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon - 97301

DATE: April 12, 1965

In reply refer to: 08-35.2-EC

6566

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ERFO-101(2)
Upper Salt Creek Bridge
Bridge Reconstruction

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of April 8, 1965 in the award of contract No. 6566 to Ross Bros. Construction Co. of Salem, Oregon, low bidder in the amount of $233,043.00 at the April 6, 1965 bid opening.

REFERRED TO
Young
Date: _____ By: _____
For: _____
_____
Due Date: _____

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

orig to young 4-19-65

RECEIVED
APR 12 1965

FOR FILING

GLENN L. JACKSON, Chairman
MEDFORD
KENNETH H. FRIDLEY, Member
WASCO
DAVID B. SIMPSON, Member
PORTLAND

FLOYD QUIST, Secretary

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 9, 1965

Rose Bros. Construction Co.
359 Apple Blossom Avenue, North
Salem, Oregon

Gentlemen:

The State Highway Commission on April 8, 1965, awarded to you State Highway Contract No. 6566 for the following project:

Upper Salt Creek Bridge on Oakridge-Salt Creek Section of Willamette Highway in Lane County.

This award was based on your low bid of $233,043.00 which was submitted to the Commission on April 6, 1965, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Sm
cc Frank Morgan
L. H. Young
R. G. Savage (SAC)
L. D. Merchant

RECEIVED
MAR 31 1965

Form CD-121
(11-63)
(Par.
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FOR FI

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 22, 1965

In reply refer to: 08-35.2DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Project ERFO-101(2)
Upper and Lower Salt Creek Bridges
Bridge Reconstruction

P.S. & E. documents for the final two portions of the subject project are hereby approved with the understanding that you will make any corrections found necessary following completion of our review. You are authorized to advertise the project for bids for a period of two weeks. Signed copies of the title sheets are returned herewith.

Our authorization is with the understanding that all right of way is available for the project with no utility adjustments involved as indicated in Mr. Wright's and Mr. Litchfield's March 15, 1965 reports.

The estimate does not include a salvage credit for the Lower Salt Creek bridge. Salvage credit should be reported in the same manner as for the Upper Salt Creek bridge. We also suggest that the special provisions be revised to be comparable to those previously used for the Upper Salt Creek bridge indicating possible deletion of the item if the U. S. Forest Service removes the bridge.

The use of the Standard Specifications for Highway Construction - 1964, is approved for use on these specific projects.

The use of the Division I - General Requirements, Article 8-1 Subletting, dated 12-1-64 Supplemental Standard Specification is approved for use on these specific projects.

Mr. Young's March 22, 1965 letter indicates that nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Attachment

RECEIVED
MAR 25 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

INDEX Of SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Summary
3	Plan
3A	Plan & Profile
4-6	Plan

Drg. Nos.
20712, 20713, 20340, 19850 – Eagle Cr. Bridge

20734, 20735, 20741, 14660 & 20341 } Upper Salt Cr. Bridge

20714-20719 Incl., 20341 & 14660 } Lower Salt Cr. Bridge

STATE OF O

STATE HIGHWAY

PLANS FOR PROPOS
STRUCTU
GRADING & P

OAKRIDGE-SALT CREEK

WILLAMETTE H

LANE COU

FEBRUARY

MARCH 30, 1965 (E

APRIL 6 1965 (

Sketch Map

Scale 0 1 2 Miles

8V-183

OAKRIDGE-SALT CREEK TUNNEL SEC. WILLAMETTE HIGHWAY LANE COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	ERFD-101(2)		See Index

Revised 3-11-65 Eagle Cr. Bridge Added
" 3-17-65 Upper Salt Cr. Bridge Added
Lower Salt Cr. Bridge Added
3-18-65 Stationing of Salt Cr. Bridges

OREGON

DEPARTMENT

OSED PROJECT
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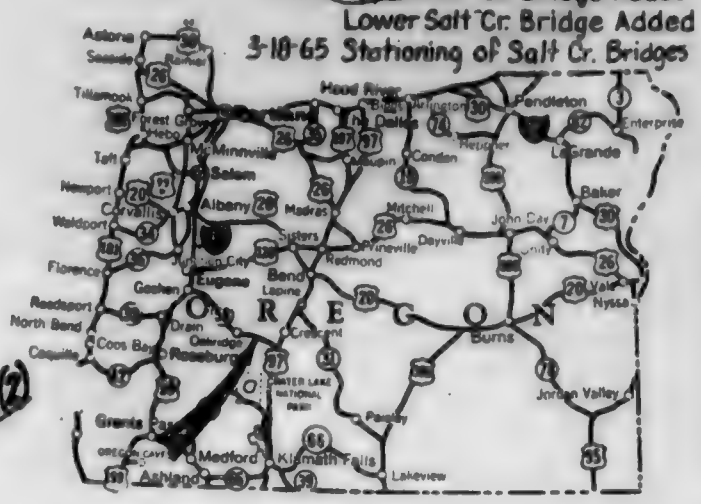
HIGHWAY

OUNTY

RY. 1965

(EAGLE CR. BRIDGE)
(UPPER SALT CR. BRIDGE)
(LOWER SALT CR. BRIDGE)



STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION

Glenn L. Jackson Chairman
Kenneth N. Fridley Commissioner
David B. Simpson Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED:
DIVISION ENGINEER
MAR 22 1965
DATE

District Engineer

RECEIVED
APR 6 - 1965
FOR FILING
6566

To: [illegible]

N STATE HIGHWAY DEPARTMENT

NTER-DEPARTMENT CORRESPONDENCE

Salem, Ore.
January 22, 19[illegible]

SUBJECT: [illegible] Highway Bridges
[illegible] Creek ([illegible]) Bridge No. [illegible]
[illegible] Creek [illegible] (Upper) Bridge No. 4697, M.P. 42.67
Eagle Creek Bridge No. 3995-
M.P. 48.35

On January 21 an inspection of the above three mentioned bridges on the Willamette Highway was made by John H. Walker, L. L. Hoar, and the writer. The results of this inspection and our recommendations are as follows:

Lower Salt Creek Bridge No. [illegible]. This bridge was constructed by the Bureau of Public Roads in 1933 and consists of a 120'6" steel pony truss on drill through abutments. Roadway width 21' and one 4' sidewalk on the upstream side. The structure was built perpendicular to the roadway center line whereas the channel change is indicated on a 20° skew with a 50' bottom channel width. At the present time it was estimated that the channel is on a 20° skew. The structure itself was not damaged during the flood; however, the approach roadway on the East side was washed out. Because of the narrow roadway this structure should be replaced in the near future on new alignment immediately upstream from the existing bridge, and at that time a longer center span should be used to increase the waterway. The present structure is adequate to handle any normal floods.

Upper Salt Creek Bridge No. [illegible]. This structure was also constructed in 1933 by the Bureau of Public Roads. It has a [illegible]" steel pony truss with 29' poured-in-place concrete approach spans. The bridge was built on a very pronounced bend in Salt Creek and during the [illegible] flood the creek cut a new channel Easterly from the bridge, leaving [illegible] high and dry. I am attaching a picture indicating the existing bridge and the channel cut by the stream during the flood. To facilitate handling the highway to traffic a log bridge was constructed immediately downstream from the proposed new bridge site. The picture also indicates a log bridge just [illegible] the highway center line. This was the Pioneer Bridge necessary to permit moving construction equipment to get to the Eastern end of the damaged bridge, and will be removed in the very near future. It is recommended that at this site the channel change made by Salt Creek be retained and with the side slopes adequately protected by 5 to 10' of heavy riprap. The channel change should have a minimum of 100' bottom width at the bottom of the channel elevation. The [illegible] channel change will require a long span of steel across the main channel [illegible] steel anchor spans. It is proposed to remove the existing bridge and rebuild the new structure on the old highway center line. A vicinity map is now in preparation and will be in the Salem office Monday morning, January 25. Work will start immediately upon receipt of the vicinity map to the end [illegible] contract may be let as soon as possible for the bridge replacement.

[illegible] Bureau of [illegible] reinforced concrete slab spans on concrete [illegible] roadway width with 2½' with one 3'6" [illegible] has a history of inadequacy to carry [illegible] The flooding of Eagle Creek [illegible] undermined the interior bents. The December [illegible] bent which has been replaced with [illegible] to make the bridge usable. The approach roadway on each end was destroyed by Gold Creek which is immediately adjacent to the highway on the south. Because of the history of inadequate waterway on this structure it is recommended that lower in the summer during the low water period of Gold Creek a detour immediately downstream from the present structure be [illegible] the present bridge removed and a single span structure on the [illegible] be constructed using 21" pre-stressed slabs; a 50' span can be obtained [illegible], would greatly increase the waterway and relieve the [illegible] debris problems.

As mentioned above the [illegible] roadway traffic and no reconstruction should be [illegible] would all danger of high water in Gold Creek is past. It may [illegible] would be full shoulder width for Eagle Creek and 24' roadways for both Gold Creek structures when they are reconstructed.

Ivan D. Hardman
Bridge Engineer

IDH/pm
Attached

cc: Mr. P. M. Stephenson (picture attached)
Mr. F. D. Morgan
Attention: Mr. John H. Walker
Mr. A. A. Rose

ERFO-101(2) Lower Salt Cr. Br., Oak- 1965
ridge-Salt Cr. Tunnel Sec.,
#6567 Williamette Hwy.

RECEIVED
JAN 11 1968

ERFO-101(2)
6567

December 13, 1967

No. 2
Dec 12, 1967

Ross Brothers Construction Co.
399 Apple Blossom Avenue N.
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting on December 12 considered your request for an extension of time on Contract No. 6567 on the Oakridge-Salt Creek Tunnel (Lower Salt Creek) Section of the Willamette Highway in Lane County.

After considering the recommendation of the Engineer and other available information, the Commission advanced the completion date to May 21, 1966, but assessed 42 days liquidated damages for the period from September 17 to October 29, 1965.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc L. R. Chandler
Ellis James
L. M. Young
I. D. Merchant
C. H. Maison
A. W. Parsons

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NOV 14 1967
FOR FILING

EREO-1011(2)

6567

November 10, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 2
December 12, 1967 Meeting

Gentlemen:

Ross Brothers Construction Company, Inc., contractor on the Lower Salt Creek Bridge on the Willamette Highway in Lane County, Contract No. 6567, has requested that the date of completion be advanced from October 29, 1965, a stop work order date, to May 22, 1965, without assessment of liquidated damages. Conditions pertinent to this request are:

The original completion date for the work was August 31, 1965. On September 28, 1965, an extension to September 16, 1965, was granted without assessment of liquidated damages because the site was not available to the contractor.

The work was not complete on the extended date and the contractor continued working until October 29, 1965, when a stop work order was issued. The stop work order was rescinded May 23, 1966. The contractor returned to the work May 13, 1966, prior to the relinquishment of the stop work order and completed all work on May 21, 1966. The period September 17, 1965, to October 29, 1965 (42 days) is considered as being subject to assessment of liquidated damages.

We recommend the completion date be advanced to May 21, 1966, but that the contractor be assessed 42 days liquidated damages. This amounts to an assessment of $4,200.

We have been delayed in submitting this item by long negotiations in securing approval of the Bureau of Public Roads, which we now have.

This matter will be on the agenda for your consideration at the December 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
C. H. Maison
L. H. Young
Ivan Merchant
L. R. Chandler

CAG:jf fn

E-380 (Rev.)—5M—9-64

OREGON STATE HWY. DEPT. EUGENE, OREGON

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JUN 16 1966

NOTED

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BRIDGE

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM AUG 23 1966 PM
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OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

"FIXED CALENDAR DATE OF COMPLETION"

Oregon State Highway Commission
Salem, Oregon 97310

Date June 14, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in ~~the number of~~ days from ~~xxxxxxxxxxxxxxxxxxxxxx~~, within which to complete our Contract No. 6567, without the assessment of liquidated damages. The said contract is described as follows:

Lower Salt Creek Bridge, Completion date (revised), 9-16-65.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: October 29, 1965 to May 22, 1966 - 205 Days
Temporary suspension of work ordered by the Engineer.

Respectfully submitted,

ROSS BROS. CONSTRUCTION, INC.
Contractor

By R. K. Ross

CONSENT OF SURETY

Date June 14, 1966, 19

We, Glens Falls Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Earl D Burland
Attorney-in-fact

(SEAL)

Earl D Burland
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6567 Contractor Ross Bros. Construction Co.

Highway Willamette

Section Oakridge-Salt Creek Tunnel (Lower Salt Creek)

Kind of Work Structure Br. #1519A

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Assess liquidated damages for periods September 17, 1965, to October 29, 1965, ~~and May 13, 1966, to May 21, 1966~~. Total of ~~51~~ 42 days.

Recommended for Approval:

John Cramer Jr.
Asst. Division Engineer

I. D. Merchant By: Theo Conde
Construction Engineer or Asst. Bridge Engineer

Tom Prince Jr.
Asst. State Highway Engineer

Contract No.	6567
Project designation	ERFO-101 (2) (State-Federal)
Date awarded	~~4-8-65~~
Work started	5-17-65
Per cent completed	100% ~~5-21-66~~ (Date)
No. of Workdays Allowed	~~to 8-31-66~~ to
No. of Workdays Used	~~5-21-66~~
No. of Added Workdays Requested	~~to 5-30-66~~

SP 6200-734

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 24, 1967

In reply refer to: 08-35-DA

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ERFO 101(2), Upper and Lower Salt Creek Bridges
(Contracts 6566 and 6567)
Oregon Project I-80N-7(19)346, Durbin Creek Road Undercrossing
(Contract 6890)

After reviewing Mr. Edwards' letter dated November 8 concerning liquidated damages on Oregon Projects I-80N-7(19)346 and ERFO 101(2), it is apparent that there has been a misunderstanding of the intent of our memorandums dated September 28 and October 17.

Mr. Edwards states that the liquidated damages being assessed may well cover the above amounts. We feel that the regular liquidated damages of $6800 and $1200 being assessed have no association with the chargeable engineering expenses after the end of the period liquidated damages were assessed. In other words, the liquidated damages assessed to a certain date is one matter and the engineering charges assessed after that date during a controversial period which has been discussed to some length in our recent correspondence is another.

In response to the specific requests in your letter dated November 8 on Oregon Project ERFO 101(2), this office will concur to a liquidated damage assessment of $6800 plus $599.55 engineering charges for a total of $7399.55.

Likewise, we will concur in a liquidated damage assessment on Oregon Project I-80N-7(19)346 of $2300 plus $76.58 engineering charges for a total of $2376.58.

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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NOV 9 - 1967
FOR FILING

FAFC-11(2)

6261

November 8, 1967

6103

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Upper and Lower Salt Creek Bridges
Contracts No. 6566 and 6567
Oregon Project BRFO 101(2)

Your File: 08-35-DA

Dear Sir:

I have your memo of October 17 agreeing to our request that the liquidated damages for contractor's work performed in May be waived.

Project records reveal that the contractor's final estimates have been released, assessing liquidated damages per our original requests to you (which were that the liquidated damages for the May work time be waived for the contracts). We have not prepared and presented our final cost statement to you on the contracts. With your memo clearing up the liquidated damages in question, this final cost statement will be prepared in the near future.

At this late date we feel that it is not appropriate to attempt to assess the contractor $599.55 engineering costs for the two contracts. We feel the $6,000 liquidated damages already assessed may well cover these charges.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young

CAG:jf/TE:ja

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 17, 1967

In reply refer to: 08-35-DA

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ERFO 101(2)
Upper and Lower Salt Creek Bridges
Contracts Nos. 6566 and 6567
Assessment of Liquidated Damages

20-1017 - Lower
20-1016 - Upper

Reference is made to Mr. Edwards' July 31 letter and to the earlier related correspondence regarding liquidated damages on this project.

Mr. Edwards has advised that your Chief Counsel had further studies and again concluded that liquidated damages, amounting to $100 per day on each contract, cannot be properly assessed for the controversial work period in May 1966. Further, he advised that engineering expense during the particular May period amounted to $308.41 on the Upper Salt Creek Bridge and $291.14 on the Lower Salt Creek Bridge, disproportionately low figures compared to the computed liquidated damages for the 12-day period.

Due to the opinions of your legal authorities and other support furnished with the July 31 and in earlier letters, we concur in not assessing the set $100 per day liquidated damages on these contracts for the period from May 10 to May 21, 1966. We do, however, believe that the additional costs to the public should be fully recovered. In this case the costs would amount at least to the additional State engineering expense associated with the late completions.

Copy - Porter
Development
Yours
Appreciate
10-19-67

Copy to Edwards

RECEIVED
OCT 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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Memorandum

FORM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 17, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

ERFO-101(2)
6567

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ERFO 101(2)
Upper and Lower Salt Creek Bridges
Contracts Nos. 6566 and 6567
Assessment of Liquidated Damages

Reference is made to Mr. Edwards' July 31 letter and to the earlier related correspondence regarding liquidated damages on this project.

Mr. Edwards has advised that your Chief Counsel had further studies and again concluded that liquidated damages, amounting to $100 per day on each contract, cannot be properly assessed for the controversial work period in May 1966. Further, he advised that engineering expense during the particular May period amounted to $308.41 on the Upper Salt Creek Bridge and $291.14 on the Lower Salt Creek Bridge, disproportionately low figures compared to the computed liquidated damages for the 12-day period.

Due to the opinions of your legal authorities and other support furnished with the July 31 and in earlier letters, we concur in not assessing the set $100 per day liquidated damages on these contracts for the period from May 10 to May 21, 1966. We do, however, believe that the additional costs to the public should be fully recovered. In this case the costs would amount at least to the additional State engineering expense associated with the late completions.

Copy - Porter
Newhouse
Young
Hendricks
10-19-67

Ivan Copy - Gen Files

RECEIVED
OCT 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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ERFO-101(2)
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5420

July 31, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Attention Mr. T. Dec
Engineering Coordinator

Re: Assessment of Liquidated Damages
Upper & Lower Salt Creek Bridges
Contracts No. 6566 and 6567
Oregon Project: ERFO 101(2)

Dear Sir:

Following receipt of your letter of June 9, we resubmitted this matter to our Legal Division for further analysis and review.

We have now been advised by our Chief Counsel that further study leads him to the same conclusion expressed earlier -- that liquidated damages cannot be properly assessed for the period from May 10 to May 21, 1966.

In addition to the reasons stated in Mr. Johansen's opinion of May 2, it appears that the only cost to the State even arguably incurred during the period in May, was some $308.41 in engineering expense on the Upper Salt Creek Bridge and $291.14 engineering expense on the Lower Salt Creek Bridge. Since these figures are readily ascertainable and disproportionately small in relation to liquidated damages at $100 per day for some 12 days on each contract, the legal authorities indicate that liquidated damages cannot properly be assessed.

Our Chief Counsel has cited, in a letter to me, additional legal authorities in support of this conclusion, which are available to you if you wish.

Under the circumstances, it is requested that you reconsider the question of Federal concurrence in the assessment of liquidated damages only up to December 3.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
G. E. Rohde
L. H. Young (enc.)

AHJ:rh ja

FORM B-30 SOM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 21, 1967

RECEIVED
JUL 27 1967
LEGAL & RIGHT OF WAY

To:

Mr. Tom Edwards
Asst. State Highway Engineer
B u i l d i n g

SUBJECT: Assessment of Liquidated Damages
Upper & Lower Salt Creek Bridges
Contracts Nos. 6566 and 6567
Oregon Project ERFO 101 (2)
Your Assignment No. 5820

As requested, I am enclosing a rough draft of reply to Mr. Dec's letter of June 9, 1967, relating to the above, wherein he differs with the conclusions expressed in Mr. Johansen's opinion of May 2, 1967. The enclosed rough draft merely summarizes what is expressed in more detail in this letter.

After analysis of Mr. Dec's letter of June 9, 1967, and further study of this problem including additional legal research and inquiry into the facts, we are still of the opinion that assessment of liquidated damages for the period from May 10 to May 21 would be improper. Aside from strictly legal considerations, there appears to be a basic illogic, as well as injustice, in attempting to assess liquidated damages for work performed during the existence of a stop work order when, in a manner of speaking, the clock was not running at all.

This view may be emphasized by considering a hypothetical situation where a successful bidder was notified that we would start to count work days or calendar days 10 days after mailing the contract and bond to him for execution.

If the contractor immediately signed and returned the contract, he might be able to commence work, say, 5 days after the mailing, and 5 days before the day count commenced, thereby taking advantage of 5 days of "free time".

If, at the end of the job, the contractor exceeded the designated number of days by 5, surely he would not be assessed liquidated damages for a total of 10 days, merely because he was able to work 5 days before we started counting time against him.

On a more legalistic approach, we note that Mr. Dec acknowledges the legal distinction between liquidated damages and penalties, and that the bridges were opened to traffic in December, but

Copy to Young Kasher
7-31-67

urges "The fact remains that the structures were not satisfactorily completed under the terms of the contract until the May, 1966 dates." As pointed out in the opinion of May 2, if the purpose of a contract clause is to render performance more certain, rather than to compensate for actual damage which may be difficult to measure, the clause is regarded as imposing a penalty and is unenforcible. Secord v. Portland Shopping News, 126 Or. 218, 269 P. 228 (1928). Mr. Dec calls our attention to no contrary authorities indicating a different conclusion than expressed in our earlier opinion.

On the second page of his letter, Mr. Dec suggests that, although there may have been no direct damage to public travel, since the bridge was open to travel by December 3, nevertheless, the State must have incurred "engineering costs or other expenses".

By inquiry of the Bridge Division which, in turn, referred us to the Resident Engineer, we learned that there were certain engineering expenses charged to these projects between May 10 and May 21. On the Upper Salt Creek Bridge, Contract No. 6566, these amounted to $308.41. On the Lower Salt Creek Bridge, Contract No. 6567, the corresponding figure was $291.14. By contrast, $100.00 per day liquidated damages for each of the 12 calendar days involved, would amount to $1200 on each of the projects.

These facts suggest, in addition to the reasons in our opinion of May 2, two reasons why the assessment of liquidated damages would not be upheld in the event of litigation.

First, there are a number of cases holding to the effect that, where compensation for the actual injury or damage resulting from a breach of contract is reasonably susceptible of measurement by some adequate and approved legal standard, a stipulation or agreement for payment of an amount which may easily be excessive with reference to the terms, nature and purpose of the contract, should be considered as a penalty, even though specifically designated as "liquidated damages". See, for example, Pembroke v. Caudill, 160 Fla. 948, 37 So.2d 538, 6 ALR2d 1395, 1399 (1948).

In the Pembroke case, supra, the Court held that since the plaintiff's actual damage was readily ascertainable, a provision in the contract for forfeiture of a certain amount as liquidated damages was, in reality, for a penalty, and was hence not enforcible.

Similarly, in the present case, it appears that the only actual damage we could show was some engineering expense amounting to approximately $300. There was no inconvenience or expense to the traveling public, no obstruction of traffic, and no interference with or delay of business or commerce. These kinds of damage, contemplated by our liquidated damage provision, are, in fact, difficult of measurement although normally expected to occur in the event of delay in completion. The only other kind of damage contemplated by our liquidated damage clause is increased cost to the State. (Article 8-7, Standard Specifications.) Since the amount of such increased cost is readily susceptible of measurement, in the form of engineering expense, it is believed that, as in the Pembroke case, supra, it would be held that the liquidated damage provision was unenforcible.

A second, related reason appears from Psaty & Fuhrman v. Housing Authority, 76 R.I. 87, 68 A.2d 32, 10 ALR2d 789 (1949). That case involved a contract to erect a housing project for $2,620,000, entered into at the time of an existing and increasing housing shortage. A provision for $250 per day liquidated damages for delay in completion of the construction work was held reasonable and enforcible, but another clause for $25 per day liquidated damages for delay in completion of landscaping was held to be coercive in nature and unenforcible as a penalty.

It is believed that, in the present case, the delay in providing the public with a usable bridge is analagous to the delay in providing habitable housing in the Psaty case, supra, and that liquidated damages up until the date of opening to traffic could be justified on that basis. On the other hand, it appears that the delay in painting railings after the bridge was open to traffic is analagous to the delay in landscaping in the cited case, and that liquidated damages for that portion of the delay would not be enforcible.

It is also to be remembered that, under present Oregon law, if the owner contributes to delay in completion in any degree, the entire liquidated damage clause is considered to be waived, even though a time extension for a part of the delay was granted. Inland Construction Co. v. City of Pendleton, 116 Or. 668, 242 P. 942 (1926). In the present case, it appears that the contractor was granted a time extension exceeding two months (August 31 to November 6), by reason of our delay in making right of way available at the beginning of the job. Thus, if the Oregon Court still followed the strict rule of the Inland Construction Company case, supra, it would be held that we could re-

cover only our provable, actual damages, even for the delay before the bridge was opened to traffic. True, a good argument could be made that, under more modern decisions in other jurisdictions, the Inland case should not be followed today, but that case does represent the present rule in Oregon.

Under these circumstances, we must adhere to our prior opinion that liquidated damages for the period from May 10 to May 21 could not be justified in Court and would be legally improper.

G. E. ROHDE
Chief Counsel

GER:AHJ:rh
Encl.Rough Draft
of letter.

cc: Mr. Victor D. Wolfe
Mr. I. D. Merchant
Mr. Alan H. Johansen

RECEIVED
JUL 21 1967
OFFICE
STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 9, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

REFERRED
TO Johnson
FOR
G. E. ROHDE

PLEASE RETURN TO
TOM EDWARDS

SUBJECT: Oregon Project ERFO 101(2)
Upper and Lower Salt Creek Bridges
Contracts Nos. 6566 and 6567

Reference is made to your May 11 letter with attached legal opinion of May 2, 1967 by Staff Attorney A. J. Johansen regarding assessment of liquidated damages under the two subject contract numbers. Based on the legal opinion you stated your December 28 letter had not been in order and requested we reconsider your original September 26 letter in which you proposed waiving liquidated damages for the time consumed after December 3.

We have been and believe you have been aware of the legal distinction between liquidated damages and penalties and the court rulings regarding same which were discussed to some length by Mr. Johansen. Our use of the term "penalty time" in our correspondence with you was for expediency and was consistent with use of the expression in your November 25 and December 28 letters. We had no intention of inferring that assessment of liquidated damages was to act as a "penalty" as defined and discussed by Mr. Johansen.

Article 8-7 of your Standard Specifications establishes the basis for assessment of liquidated damages and portions of that article were quoted and discussed in the legal opinion. Particularly applicable is the paragraph:

> It is agreed by the parties to the contract that, in case all the work called for under the contract in all parts and requirements is not finished or completed within the contract time called for in the contract, damage will be sustained by the State of Oregon, and that it is and will be impracticable and extremely difficult to ascertain and determine the actual damage which the State will sustain in the event of and by reason of such delays; and it is therefore agreed that the contractor will pay to the State of Oregon as liquidated damages or the State, at its option, may deduct from any moneys due or

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

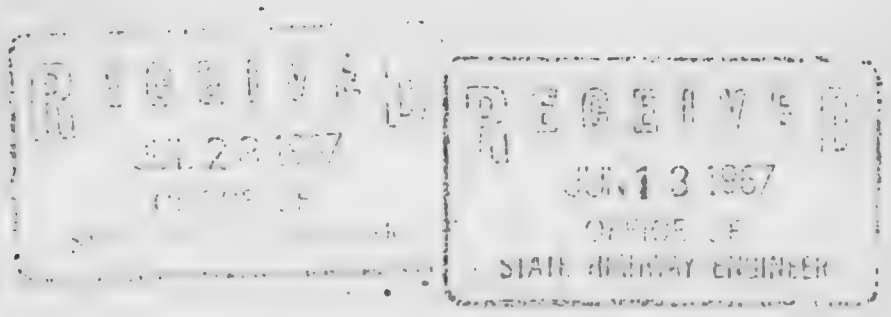
> to become due to the contractor from the State, the sum indicated in the schedule shown for each and every workday or calendar day elapsed in excess of the contract time specified for the performance and completion of the work called for in the contract.

The above provisions make no allowance for waiving the assessment of liquidated damages for late completion whether or not the roadway, bridge, rest area, or other facility is open to travel or public use. We agree that the public traveler in this case may have suffered no direct damages by reason of the late completion, but were no State engineering costs or other expenses covered by Article 8-7 incurred after December 3, 1965? Mr. Johansen discusses the specifications provision regarding late completion and actual damages and the difficulty in determining same; however, he concludes:

> "Since the bridge was in a condition for travel by the time of the shut-down order, it seems obvious that we suffered no actual damage by reason of any subsequent delay in final completion."

We cannot concur and do not understand his basis for arriving at this conclusion, unless it is assumed that all the reasons listed as your purpose for assessing liquidated damages must occur.

The fact remains that the structures were not satisfactorily completed under the terms of the contract until the May 1966 dates. We believe that increased assessments of liquidated damages on the Lower and Upper Salt Creek Bridge contracts are appropriate under your Standard Specifications, as we concluded originally, and as computed and proposed by your December 28, 1966 letters, the increased assessments amount to $5100 and $3800 respectively. The basis of such increased assessments is that mobilization time offered was optional, which the contractor did not elect to utilize. If you choose not to make such increased assessments, participating ERFO funds will be limited to otherwise eligible contract amounts, less the decrease in assessments.



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JUL 10 1967
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Edwards

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 9, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ERFO 101(2)
Upper and Lower Salt Creek Bridges
Contracts Nos. 6566 and 6567

PLEASE RETURN TO
TOM EDWARDS

Reference is made to your May 11 letter with attached legal opinion of May 2, 1967 by Staff Attorney A. J. Johansen regarding assessment of liquidated damages under the two subject contract numbers. Based on the legal opinion you stated your December 28 letter had not been in order and requested we reconsider your original September 26 letter in which you proposed waiving liquidated damages for the time consumed after December 3.

We have been and believe you have been aware of the legal distinction between liquidated damages and penalties and the court rulings regarding same which were discussed to some length by Mr. Johansen. Our use of the term "penalty time" in our correspondence with you was for expediency and was consistent with use of the expression in your November 25 and December 28 letters. We had no intention of inferring that assessment of liquidated damages was to act as a "penalty" as defined and discussed by Mr. Johansen.

Article 8-7 of your Standard Specifications establishes the basis for assessment of liquidated damages and portions of that article were quoted and discussed in the legal opinion. Particularly applicable is the paragraph:

> It is agreed by the parties to the contract that, in case all the work called for under the contract in all parts and requirements is not finished or completed within the contract time called for in the contract, damage will be sustained by the State of Oregon, and that it is and will be impracticable and extremely difficult to ascertain and determine the actual damage which the State will sustain in the event of and by reason of such delays; and it is therefore agreed that the contractor will pay to the State of Oregon as liquidated damages or the State, at its option, may deduct from any moneys due or

(more)

Copy - Kelshaw - Assistant - Young - Glen Gilles

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

REFERRED TO 7-10-67
By Asst. State Hwy. Engr

> to become due to the contractor from the State, the sum indicated in the schedule shown for each and every workday or calendar day elapsed in excess of the contract time specified for the performance and completion of the work called for in the contract.

The above provisions make no allowance for waiving the assessment of liquidated damages for late completion whether or not the roadway, bridge, rest area, or other facility is open to travel or public use. We agree that the public traveler in this case may have suffered no direct damages by reason of the late completion, but were no State engineering costs or other expenses covered by Article 8-7 incurred after December 3, 1965? Mr. Johansen discusses the specifications provision regarding late completion and actual damages and the difficulty in determining same; however, he concludes:

> "Since the bridge was in a condition for travel by the time of the shut-down order, it seems obvious that we suffered no actual damage by reason of any subsequent delay in final completion."

We cannot concur and do not understand his basis for arriving at this conclusion, unless it is assumed that all the reasons listed as your purpose for assessing liquidated damages must occur.

The fact remains that the structures were not satisfactorily completed under the terms of the contract until the May 1966 dates. We believe that increased assessments of liquidated damages on the Lower and Upper Salt Creek Bridge contracts are appropriate under your Standard Specifications, as we concluded originally, and as computed and proposed by your December 28, 1966 letters, the increased assessments amount to $5100 and $3800 respectively. The basis of such increased assessments is that mobilization time offered was optional, which the contractor did not elect to utilize. If you choose not to make such increased assessments, participating ERFO funds will be limited to otherwise eligible contract amounts, less the decrease in assessments.

RECEIVED
JUN 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 27 1967
FOR FILING
EAFO-101 (2)
6567

March 24, 1967

Glens Falls Insurance Company
P.O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 6567 awarded to Ross Bros. Construction Company for construction of the Oakridge-Salt Creek Tunnel on the Lower Salt Creek on the Willamette Highway in Lane County was completed on May 21, 1966, and accepted by the Highway Commission on March 23, 1967.

Final payment in the amount of $13,174.24 will be released to the contractor after March 31, 1967. The total contract amount is $149,087.07 including $50.24 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C.W. Head, Assistant Secretary

fkm

cc Ross Bros. Constr. Co.
359 Apple Blossom Ave., N.
Salem, Oregon 97303

Beurland Insurance Agency
1980 Fairgrounds Road, N.E.
Salem, Oregon 97303
L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
MAR 24 1967
FOR FILING
ENEC-101(2)
6367

March 23, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed May 21, 1966, on contract No. 4667. The contract was with Rees Brothers Construction Company and was for the structure on the Coleridge-Salt Creek Tunnel (Lower Salt Creek) Section of the Willamette Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 23, 1967, and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Quary
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
L. R. Chandler

srb jw

RECEIVED
MAR 3 - 1967
FOR FILING

ERFO-101(2)
6567

Salem, Oregon
March 2, 1967

Mr. Vince Gallagher
Contract Payments Supervisor

Office

Contract No. 6567
Oakridge-Salt Creek Tunnel
(Lower Salt Creek) -
Federal-aid Proj. No. ERFO-101(2)

We have been instructed to issue the Final Estimate on the subject-named project.

As you are aware, there was some question regarding the charging of liquidated damages for days worked during a stop-work period. You will perhaps recall that a time extension to September 16, 1965 was approved by the Highway Commission, and that 42 penalty days were assessed subsequent to that time and before a stop-work order was issued on October 29, 1965.

An order to resume work was issued May 10, 1966, with 10 days of workday grace allowed for the contractor's move-in. However, the contractor moved in May 13, and before the elapse of 9 calendar days, completed the work.

At a meeting with Mr. Porter, Mr. Merchant and the writer this date, it was Mr. Porter's opinion that no further Commission action was necessary with regard to a time extension and that days worked during the shutdown order would not be charged to the contractor.

The Bureau of Public Roads has not agreed to date that this time should not be charged to the contractor. Mr. Merchant is going to make a further effort to get the Bureau to concur in the thinking that these days are not chargeable.

Final billing to the Bureau of Public Roads on this project should not be made until the Bureau has again reconsidered their stand. Mr. Merchant will keep us informed.

L. H. Young
Office Engineer

LHY:ia
cc: R. L. Porter
I. D. Merchant
R. N. Chase
C. H. Maison

RECEIVED
JAN 18 1967

Form CO-121
(11-63)
(Pres. by
A.C. 000-10)

UNITED STATES GOVERNMENT

Memorandum

EAFO-101(2)

TO : Mr. Forrest Cooper, State Highway Engineer
6567 Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Portland, Oregon

By: G. R. Brooks
District Engineer

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 16, 1967

In reply refer to: 08-35.6

SUBJECT: Oregon Project ERFO 101(2)
Upper and Lower Salt Creek Bridges

This is to advise you that we concur in your September 26, 1966 requests as amended by your December 28, 1966 letters regarding time charges and liquidated damages on these contracts.

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 30 1966
FOR FILING

ERFO-101(2)

6567

December 28, 1966

6227

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Lower Salt Creek Bridge
Contract No. 6567
FAP No. ERFO-101(2)
Your File 08-35-DA

Dear Sir:

In line with your memo of December 13, 1966, please amend our request of September 26, 1966 to include penalty time for the period May 13, 1966 to and including May 21, 1966, the time the painting work was being performed.

This makes a total of 51 days' penalty time and an assessment of $5,100 against the contractor.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf

Form CD-121 (11-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 13, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ERFO-101(2)
Lower Salt Creek Bridge
Contract No. 6567

Reference is made to our November 2, 1966 memorandum, subject as above, and Mr. Edwards' November 25, 1966 letter in reply regarding liquidated damages to be assessed on subject project.

We have again reviewed the facts relevant to the time extension proposed by your original September 26, 1966 letter, and are unable to reverse the decision expressed in our November 2 memorandum. We do agree that no assessment should be made for the time required to install the rail, which was at the State's request. However, the fact remains that the contractor went back to work and finished the job on penalty time, and liquidated damages should be assessed for at least the period of time required to complete the contract.

You refer to Resident Bridge Engineer E. A. Jones' May 10, 1966 letter in which he advised the contractor that he would be allowed 10 calendar days, excluding Sundays and legal holidays, from the date of his letter to remobilize before the assessment of additional penalties would commence. In effect, he waived assessment of liquidated damages from May 10 to May 23, 1966, without authority under the contract. We agree that it is only reasonable to advise a contractor in advance of the date by which a Stop Work Order is to be lifted so that he may mobilize his forces. However, if the contractor, with the approval of the engineer, commences work prior to such a date, it does not preclude assessment of liquidated damages if he is on penalty time.

Copies- Klaboe
Truax
Gen. File

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
DEC 16 1966
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 28 1966
FOR FILING

EK-101(2)

6567

November 25, 1966

5111

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Lower Salt Creek Bridge
Contract No. 6567
FAP No. BRFO-101(2)
Your File: 08-3S-DA

Dear Sir:

I have your letter of November 2 stating that liquidated damages should be assessed the contractor for time consumed beyond October 29, 1965 in completing the work.

At the time the stop-work order (see attached letter dated October 29, 1965) was issued it was agreed with the contractor that he would be given a ten-day (excluding Sundays and legal holidays) crew assembly time without being charged time and that penalties would be assessed for time consumed beyond the expiration of the 10-day grace period. The start-work order (see attached letter dated May 10, 1966) establishes a date of May 22, 1966 to start counting penalty time.

The painting work was started May 13, 1966 and completed May 21, 1966, which was prior to the date penalty time would start per our agreement with the contractor.

The parapet rail was placed on January 26 and 27, 1966 at the specific request of the State. I do not feel that the contractor should be assessed liquidated damages for these days because the work was done during the period of the shut-down order and it could well have been done while the paint work was going on.

In view of our very definite agreement with the contractor, will you please review your ruling to the extent that the originally requested extension may have your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

Form CD-121 (11-63) (Free. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 2, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ERFO-101(2)
Lower Salt Creek Bridge
Contract No. 6567

Mr. Edwards' September 26 letter advised that the subject project was completed on May 21, 1966, and proposed that liquidated damages after October 29, 1965, be waived. He advised that a Stop Work Order was issued October 29, 1965, because weather conditions were not satisfactory for painting, and that the contractor moved in and completed the contract prior to May 23, 1966, when the shutdown order was to be lifted. The only other remaining work at the time of winter shutdown was the installation of the parapet rail which was also completed during the period of the shutdown order; however, this was done at the specific request of the Department.

We do not believe that the waiver of liquidated damages after October 29, 1965, is justified. Time should be charged and liquidated damages assessed for the actual number of days required by the contractor to complete his contract, with the possible exception of those days required to install the parapet railing if he normally would have installed the railing concurrently with his painting.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM NOV 7 1966 PM
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RECEIVED
NW 1966

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X SOM 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

[illegible] 14, 1966

[illegible] Prof. Construction Co.
[illegible] Glenwood Ave. N.
[illegible], Oregon

[illegible] Lower Salt Creek Bridge
[illegible] Contract No. 6916
Lower Salt Creek Bridge
[illegible] Contract No. 6967
[illegible]ding Suspension of
[illegible]rk" period

This letter will confirm the terms of our understanding regarding the resumption of work on that portion suspended last winter, covering the painting of structural steel, on the subject bridges. With the return of better weather and probably of sufficient duration to permit satisfactory prosecution of that work it has become not only desirable but possible to complete all of the remaining work on these projects.

You will then be allowed [illegible] calendar days (excluding [illegible] Legal Holidays) from this day to arrange for scheduling and [illegible], your men, equipment and materials onto the job sites before the assessment of any additional penalties [illegible] the contract completion dates and previously allowed extensions.

[illegible]lis E. Jones
[illegible]esident Bridge Engineer

[illegible]MJ/rlj

cc: [illegible] Division
[illegible]rtal e Division
[illegible]onstructi n Division
[illegible]Misc Engineering Division

FORM E-123X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

6567

October 29, 1965

Ross Bros. Construction Co.
359 Apple Blossom Avenue N.
Salem, Oregon

Re: Lower Salt Creek Bridge
Contract No. 6567
Suspension of Work
Cleaning and painting
structural steel

There is little or no likelihood at this time of the year of a period of weather suitable and of sufficient duration for the satisfactory prosecution of the above referenced work. You are accordingly, directed on this date, to suspend all such work. This temporary suspension of work shall be for an indefinite period, probably extending well into next spring.

Your prior committments to Clackamas County to assist them in loading and hauling the structural steel span salvaged from the old bridge and to work with Rogers Construction Co. in handling the broken concrete (abutments & deck) from the old structure which is to be incorporated in the riprap at this location are not, of course, affected by this order.

Ellis H. Jones
Resident Bridge Engineer

EHJ/rfj

cc: Division
Bridge Division ✓
Construction Division
Office Engineering Division

NOTED
E.G. ROBERTS

RECEIVED
SEP 27 1966
FOR FILING
ERFO-101(2)
6567

September 26, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Lower Salt Creek Bridge
Contract No. 6567
FAP No. ERFO-101(2)

Dear Sir:

The specified completion date for work under this contract was August 31, 1966. On September 28, 1965, the Highway Commission, for cause, extended the completion date to September 16, 1965, without assessment of liquidated damages.

The contractor continued working after the extended completion date until October 29, 1965, when a stop work order was issued because weather conditions were not favorable for satisfactory painting work. All work except painting structural steel and placing the metal parapet rail was complete at the time the stop work order was issued. The structure was opened to traffic October 21, 1965.

On May 10, 1966, the contractor was advised that the stop work order would be lifted May 23, 1966. He immediately returned to work and completed the painting on May 21, 1966, which was prior to the effective date for lifting the stop work order. The metal parapet rail was placed during the time the shutdown order was in effect on the specific request of the Department.

With your concurrence, I propose to recommend to the Highway Commission that the contractor be assessed liquidated damages for the period September 17, 1965 to

October 29, 1965, inclusive and that liquidated damages be waived for the remainder of the time consumed. This would amount to an assessment for 42 days at $100 per day, or $4,200.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

RECEIVED
JUL 7 1966
FOR FILING
ERFC-101(2)
6567

Salem, Oregon
July 7, 1966

Contract No. 6567
Oakridge-Salt Cr. Tunnel Section
ERFO-101(2)

Mr. I. D. Merchant
Bridge Engineer
B U I L D I N G

This contract with a specified completion date of August 13, 1965 (extended to September 16, 1965) was completed on May 21, 1966. The total overtime days is 247 of which 205 days are covered by a stop work order.

The estimated semifinal payment of $5,352.46 plus a retainage of $7,721.78 amounts to $13,074.24. The liquidated damages assessment amounts to $24,700.00.

No semifinal payment can be made by your office without a request for waiver of liquidated damages by your office.

The contract files do not indicate any action on a request to the State Highway Commission for a time extension.

L. H. Young
Office Engineer

VG:jb

RECEIVED
JUN 1 5 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
6567

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 26, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of P blic Roads
477 Cottage St., N.E.
Salem, Oregon

NOTED
F. B. KLABOE

Dear Sir:

This is to advise you that work was completed on May 21, 1966 on Contract No. 6567, Lower Salt Creek Bridge Section in Lane County, in connection with Federal-Aid Project No. ERFO-101(2).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: May 23, 1966

Conditions noted on above date:
No conditions noted on the contract on the above date.

A. W. Parsons
Division Engineer

By: J. H. Girvin
Acting District Engineer

RWP:

RECEIVED
JUN 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Refd to Young
6-14-66

RECEIVED
JAN 20 1960
FOR FILING
EAFC-101 (2)
6567

l

Con. 6566
for Consignment

January 19, 1960

4270

Mr. A. M. Hansen
[illegible] Engineer
Board of Public Roads
241 Church Street, N. E.
Salem, Oregon

Re: Cambridge-Salt Creek Tunnel Section
Contracts No. 6566 and 6567
EAFC 101(2)

Dear Sir:

Reference is made to your letter dated January 7 regarding parapet rail on the Salt Creek Bridges.

Instructions have been issued to our field forces to have the parapet rail installed without further delay.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Ivan Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

AAR:and jwa

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 7, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon ERFO 101(2), Oakridge - Salt Creek Tunnel Section

Recent construction inspections of subject project reveal certain unsafe conditions which we wish to call to your attention.

Upper and Lower Salt Creek Bridges have been substantially completed and opened to traffic. One of the remaining work items on each of these structures is installation of handrails. It is our understanding that these rails are on the project, but were not installed in order to facilitate contractor's painting of structural steel and concrete finishing.

Work has been suspended due to unsuitable weather for painting. We believe these rails should be installed since the period of suspension could extend through the winter period.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JAN 12 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
JAN 10 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Monthly transaction number	FORM PR-2A (8-1-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	County Lane
Project report number 6567 3 ~~6553~~	1-14-66	Project number ERFO-101(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 12, 1965, is hereby modified as follows:

JEE: 6553

Revised estimated total cost of project $ 2,324,906.00

Revised Federal funds $ 2,324,906.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14th day of January, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By [signature]
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

October 12, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of revised estimate as a basis for modification of project agreement for Project No. EMFO-101(2), Oakridge-Salt Creek Tunnel Section.

The estimate has been revised to reflect an estimated over-run of quantities of several bid items, as noted on the estimate, and to include approved price agreements and approved State Force Orders.

A copy of a memorandum from our Construction Division to Mr. F. E. Klaboe setting forth the bid items and estimated over-run of each item is attached.

We are requesting modification of the project agreement to provide the additional Emergency Relief (EMFO) Funds required for this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

EMC:cr

RECEIVED
JAN 25 1966
OFFICE ENGINEERING
DIVISION

RECEIVED
JAN 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Department

Federal-Aid
Project No. ERFO-101(2)

OAKRIDGE-SALT CREEK TUNNEL SECTION OF THE

WILLAMETTE HIGHWAY IN LANE COUNTY

(Revised estimate as a basis for modification of project agreement. Estimate revised to include approved price agreements, state force orders and estimated over-runs of bid item quantities.)

Salem, Oregon, October 12, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code 6201
Roadway (MP 37.24 to MP 55.13) (Contract No. 6553)

Moving Costs	All Required		$ 75,000.00
Blade Grader	2,400 hours	$ 15.00	36,000.00
Tractor (185 H.P), Dozer	4,000 hours*	25.00	100,000.00
Tractor (185 H.P.), Dozer and Winch	500 hours	27.00	13,500.00
Tractor (75 H.P.), Dozer	650 hours*	20.00	13,000.00
Power Shovel, 2-1/2 C.Y. Comb.	300 hours	34.00	10,200.00
Power Shovel, 3/4 C.Y. Comb.	850 hours*	25.00	21,250.00
Crane, Truck-Mounted, Dragline	80 hours	25.00	2,000.00
Trucks, Dump, 6 C.Y.	350 hours	13.00	4,550.00
Trucks, Dump, 10 C.Y.	1,500 hours*	13.00	19,500.00
Trucks, Dump, 20 C.Y.	4,000 hours	25.00	100,000.00
Trucks, Flatbed, 1-1/2 Ton	200 hours	10.00	2,000.00
Trucks, Pickup, 3/4 Ton (without Operator)	2,400 hours	2.00	4,800.00
Trucks, Sprinkler, 4,500 Gals. with Pump	250 hours	15.00	3,750.00
Loader, Wheel Type, 3/8 C.Y. Comb.	300 hours	14.00	4,200.00
Loader, Wheel Type, 1 C.Y.	330 hours	14.00	4,620.00
Loader, 4-Wheel Drive, 4 C.Y.	700 hours	30.00	21,000.00
Loader, Crawler, 2 C.Y.	1,200 hours*	30.00	36,000.00
Roller, Vibratory with Power	100 hours	32.00	3,200.00
Roller, Grid with Power	400 hours	29.00	11,600.00
Tamper, Gasoline Engine (Hand Operated)	50 hours	10.00	500.00
Pump, Portable, 3-4 inch	100 hours	5.00	500.00
Saw, Portable Chain, Minimum 36" Bar	1,060 hours*	15.00	15,900.00
Wagon Drill, 3-1/2 inch Rubber Tired with Comb.	50 hours	26.00	1,300.00
Explosives	1,000 lbs.	0.60	600.00
Foreman	4,500 hours*	6.75	30,375.00
Laborers	17,500 hours*	4.75	83,125.00
Watering	3,000 M-gals.	3.00	9,000.00
3/4" - 0 Material in Base	16,500 tons	1.75	28,875.00
Stone Base	120,000 tons	1.65	198,000.00

3/4" - 0 Aggregate in Prime Coat	900	cu.yds.	$ 3.00	$ 2,700.00
RC-250 Asphalt in Prime Coat	450	tons	50.00	22,500.00
RS-1 Asphalt in Tack Coat	11	tons	70.00	770.00
Class "B" Asphalt Concrete Mixture	27,000	tons	4.90	132,300.00
Asphalt Cement in Mixture	1,490	tons	33.70	50,213.00
Loose Riprap	210,000	cu.yds.*	2.45	514,500.00
Furnish 18-inch Metal Culvert Pipe, Type "A" Coating	1,100	lin.ft.	2.80	3,080.00
Furnish 24-inch Metal Culvert Pipe, Type "A" Coating	670	lin.ft.	3.90	2,613.00
Furnish 30-inch Metal Culvert Pipe, Type "A" Coating	500	lin.ft.	5.75	2,875.00
Furnish 36-inch Metal Culvert Pipe, Type "A" Coating	300	lin.ft.	6.60	1,980.00
Furnish 42-inch Metal Culvert Pipe, Type "A" Coating	60	lin.ft.	10.50	630.00
Furnish 60-inch Metal Culvert Pipe, Type "A" Coating	300	lin.ft.	19.50	5,850.00
Furnish 72-inch Metal Culvert Pipe, Type "A" Coating	140	lin.ft.	24.00	3,360.00
Furnish 8-inch Perf. Metal Drain Pipe	750	lin.ft.	1.50	1,125.00
Special Backfill in Drains	700	cu.yds.	6.00	4,200.00
Guard Rail	25,000	lin.ft.	2.35	58,750.00
Rail End Pieces	50	only	6.00	300.00
Remove Existing Bridge	All Required			1,000.00
				$1,663,091.00

Approved Price Agreements and State Force Orders

PA #1	1/2 Ton Pickup	2,400	hours	$ 1.50	$ 3,600.00
PA #2	3,700 Gal. Sprinkler Truck	150	hours	12.30	1,845.00
PA #3	Wind Machines	400	hours	1.00	400.00
PA #4	Jackhammers, 51 lb. minimum	400	hours	8.30	3,320.00
PA #9	SS-1 Asphalt in Sprinkling	10,000	Gal.	0.38	3,800.00
SFO #1	Signing and Barricades	All Required			1,000.00
					$ 13,965.00
Flagging (57½% of Contractor's Cost)		All Required			$ 8,000.00
Striping		All Required			1,000.00
Seeding and Mulching		All Required			2,000.00
					$ 11,000.00
		Subtotal			$1,638,056.00
		10% Engr. & Cont.			168,805.00
					$1,856,861.00
Salvage Value of Old Bridge		35	tons	$ 20.00	$ (700.00)
					$1,856,161.00

Type Code X030
Eagle Creek Bridge (#3995A) (Sta. 15+30 to Sta. 16+30) (Contract No. 6559)

Remove Old Bridge	All Required	$	$ 2,000.00
Shoring, Cribbing, etc.	All Required		4,000.00
Structural Excavation	500 cu.yds.	10.00	5,000.00
Structural Excavation Below Elevation Shown	50 cu.yds.	10.00	500.00
Class "A" Concrete (193 C.Y.)	All Required		11,580.00
3'x50' to 55' Prestressed Concrete Slab	12 only	866.00	10,392.00
Metal Reinforcement (33,000 lb.)	All Required		4,000.00
			$ 37,472.00

Type Code X031
Lower Salt Cr. Bridge (#1519A)(Sta. 2449+14 to Sta. 2451+44)(Contract No. 6567)

Remove Old Bridge	All Required		$ 6,900.00
Shoring, Cribbing, etc.	All Required		5,000.00
Structural Excavation	600 cu.yds.	$ 10.00	6,000.00
Structural Excavation Below Elevation Shown	60 cu.yds.	10.00	600.00
Class "A" Concrete (555 C.Y.)	All Required		39,220.00
Metal Reinforcement (118,500 lb.)	All Required		15,000.00
Structural Steel (27,800 lb. Carbon) (251,600 lb. Low Alloy)	All Required		78,594.00
Metal Parapet Railing, Single Pipe	461 lin.ft.	6.50	2,996.50
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	25 lin.ft.	5.00	125.00
			$ 154,435.50

Type Code X031
Upper Salt Cr. Bridge (#2071A)(Sta. 2196+66 to Sta. 2200+32) (Contract No. 6566)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	450 cu.yds.	$ 10.00	4,500.00
Structural Excavation Below Elevation Shown	50 cu.yds.	10.00	500.00
Furnish 10 BP 42 Steel Piling	1,570 lin.ft.	5.00	7,850.00
Drive Steel Piles	86 only	50.00	4,300.00
Splice Steel Piles	20 only	35.00	700.00
Class "A" Concrete (1,165 C.Y.)	All Required		81,000.00
Metal Reinforcement (219,400 lb.)	All Required		30,158.00
Structural Steel (48,600 lb.) (304,300 lb. Low Alloy)	All Required		93,975.00
Metal Parapet Railing, Single Pipe	740 lin.ft.	6.50	4,810.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	50 lin.ft.	5.00	250.00
			$ 233,043.00
	Subtotal		$ 424,950.50
	10% Engr. & Cont.		42,494.50
			$ 467,445.00
Salvage Value of Old Bridge	35 tons	$ 20.00	(700.00)
			$ 466,745.00

Length of Roadway - - - - - - - - - - 17.768 mi. (Intermittent Sections)
Length of Structures (3) - - - - - 0.122 mi.
Total Length - - - - - - - - - - - - 17.890 mi.

SUMMARY OF FUNDS

	Total Cost	Federal Funds
Preliminary Engrg.	$ 2,000.00	$ 2,000.00
Roadway	1,856,161.00	1,856,161.00
Structure	466,745.00	466,745.00
	$2,324,906.00	$2,324,906.00

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 20-1476
20-1014
20-1015
20-1017
20-1016

* These bid item quantities have been increased to include the estimated over-run of each bid item. The increase is shown below:

	Bid Item	Contract Quantity	Expected Over-run Quantity	Amount
3.	Tractor, 185 H.P.	2,500 hrs.	1,300 @ $25.00	$32,500
5.	Tractor, 75 H.P.	160 Hrs.	490 @ 20.00	9,800
7.	Power Shovel, 3/4 C.Y.	50 hrs.	800 @ 25.00	20,000
10.	Trucks, 10 C.Y.	500 hrs.	1,000 @ 13.00	13,000
18.	Loader, Crawler, 2 C.Y.	40 hrs.	1,160 @ 30.00	34,800
23.	Portable Chain Saw	160 hrs.	900 @ 15.00	13,500
26.	Foreman	2,400 hrs.	2,100 @ 6.75	14,175
27.	Laborers	10,000 hrs.	7,500 @ 4.75	35,625
36.	Loose Riprap	190,000 cu.yds.	20,000 @ 2.45	49,000

OAKRIDGE-SALT CREEK TUNNEL SECTION

PROJECT NO. ERFO-101(2)

CONTRACT NO. 6553

State Work Nonfederal Aid

ROCK PRODUCTION

1/2" - 1/4"	Material in Stockpile	2,500 cu.yds.	$3.00	$ 7,500.00
1/4" - #10	Material in Stockpile	1,500 cu.yds.	3.00	4,500.00
1/2" - 0	Material in Stockpile	4,000 cu.yds.	3.00	12,000.00
1/4" - 0	Material in Stockpile	6,000 cu.yds.	3.00	18,000.00
				$42,000.00

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NOV 15 1965
FOR FILING

Form CD-121
(11-63)
(Prev. Ed. A.O. 204-50)

UNITED STATES GOVERNMENT

Memorandum

EDWARDS

ERFO-101(2)

6567

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 9, 1965

In reply refer to: 08-35.DA-2

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon ERFO 101(2), Oakridge-Salt Creek Tunnel Section
Willamette Highway
Lower Salt Creek Bridge

We have reviewed your September 15, 1965 letter relative to the contractor's request for extension of completion date on subject project. Based on information that the bridge site was not available for the contractor to commence work on the date indicated in the bidding documents due to conflict by another contractor; we concur in proposal to advance completion date to September 18, 1965.

NOTED
TOM EDWARDS

RECEIVED
NOV 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

copy to Kilpatrick 11-12-65

Copy to Chandler Memorandum 11-15-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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SEP 15 1965
FOR FILING

ERFO-101(2)

(4-1)

September 15, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Lower Salt Creek Bridge
Contract No. 6567
F. A. No. ERFO-101(2)

Dear Sir:

Rose Bros. Construction Company, contractor on the above project has requested that the specified completion date for the work, August 31, 1965, be advanced to September 16, 1965, without assessment of liquidated damages. The contractor's request is based on the fact that he was denied access to the construction site some 16 days after it was indicated that it would be available to him.

The contractor's contention is correct. Bidding documents indicated that the site would be available to him on April 30, 1965. The site was not ready until May 16, 1965. On May 17, 1965, he was advised by letter through our Resident Engineer that the site was available to him. This delay in site availability was due to work of other contractors in the project area.

With your concurrence, I propose to recommend to the Highway Commission that the date for completion of the work be advanced to September 18 without assessment of liquidated damages. This allows for the general delay plus one day for delivery of the site availability notice. I will further recommend that the contractor be assessed liquidated damages for all time consumed after September 18, 1965, in completing the work as the present estimated date for completion of the work is October 15, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. R. Chandler

CAG:jf bg

DEPARTMENT
OCT 25 1965
FOR FILING

File-1112
6567

September 24, 1965

Rose Bros. Construction Company
359 Apple Blossom Avenue, North
Salem, Oregon

#12

Gentlemen:

The State Highway Commission at its meeting today considered your request for an extension of the specified completion date from August 31 to September 14, 1965, to complete Contract No. 6567 for reconstruction of the Lower Salt Creek Bridge on the Willamette Highway in Lane County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc L. R. Chandler
Ellis Jones
L. D. Merchant
L. H. Young
C. H. Maison
Bureau of Public Roads

RECEIVED
SEP 23 1965
FOR FILING
ERFO-101(2)
641

September 23, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 12
September 23, 1965 Meeting

Gentlemen:

On April 8, 1965, the Commission awarded Contract No. 6567 to Hoss Bros. Construction Company, 359 Apple Blossom Avenue, N., Salem, Oregon, to reconstruct the Lower Salt Creek Bridge on the Willamette Highway. The old structure was destroyed by the December flood. The contract provisions stated "it is anticipated, but not guaranteed, that this work will be completed by April 30, 1965."

At approximately the same time, the Commission awarded a separate contract for the grading on this highway which involved a channel change at the bridge site.

The grading contractor was unable to complete the work at the site to permit the bridge contractor adequate working room until May 16, 1965, or a delay of 16 days. The contractor has prosecuted the work diligently since that time. However, the time allocated for completion was a very minimum under which the contractor could be expected to complete the project; therefore, we recommend that the completion date be extended 16 calendar days from August 31, 1965, to September 16, 1965, without penalty.

This is a federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the Commission meeting on September 28.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
I. D. Merchant
D. H. Maison
L. R. Chandler

TE:bg

XEROX COPY

E—320 (Rev.)—3M—10-61

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AUG 17 1965 PM
A.M. 1 2 3 4 5 6 7 8 9 10 11 12

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 30, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 8/31/65 days to 9/16/65 days, within which to complete our Contract No. 6567, without the assessment of liquidated damages. The said contract is described as follows:

Construct Lower Salt Creek Bridge on Willamette Highway near Oakridge, Oregon

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: We were delayed in gaining access to the construction site from April 30,1965 until May 16, 1965.

Respectfully submitted,

ROSS BROS. CONSTRUCTION CO.
Contractor

By [signature] Partner

CONSENT OF SURETY

Date July 30, 19 65

We, Glens Falls Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Earl D. Bourland Attorney-in-fact

[signature]
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6567 Contractor Ross Bros. Construction Co.

Highway Willamette
Cokridge-Salt Creek Tunnel

Section Lower Salt Creek Bridge

Kind of Work Structure (Dr. No. 1519A)

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

It is recommended that the completion date for this contract be extended from August 31, 1965, to September 16, 1965, without penalty due to the site not being available to the contractor for a period of 16 days after the date set forth in the contract.

Recommended for Approval:

Jay B Bayd
ASSISTANT Division Engineer

Assistant Engineer or Bridge Engineer

State Highway Engineer

Contract No. 6567

Project designation FAP No. SCFO-101(2)
State-Federal

Date awarded April 8, 1965
(Partial access to site)*

Work started May 7, 1965

Per cent completed 24% (7-20-65)
Date

No. of Workdays Allowed Comp. Date 8-31-65

No. of Workdays Used —

Comp.Date 9-16-65

No. of Added Workdays Requested 16 Day Extension

*See note on Notification of Commencement

RECEIVED
MAY 13 1965
COMMISSIONERS

PORTLAND
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FOR FILING
EFD-101(2)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 12, 1965

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Oakridge - Salt Creek Tunnel
Lower Salt Creek
Contract No. 6567
Federal Aid Project No. EFD-101(2)

Work was started on the above project on May 7, 1965.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

jm

cc: L.H. Young
C.H. Maison
E.A. Query

ED
FLOYD QUERY

Form CP-1
(1-63)
Prescribed by
A-P

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

DATE: April 12, 1965

In reply refer to: 08-35.2-EC

SUBJECT: Oregon Project ERFO-101(2)
Lower Salt Creek Bridge
Bridge Reconstruction

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of April 8, 1965 in the award of contract No. 6567 to Ross Bros. Construction Co. of Salem, Oregon, low bidder in the amount of $154,435.50 at the April 6, 1965 bid opening.

REFERRED TO
Young
Date: By:
For:

RECEIVED
APR 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Orig to Young 4-19-65

RECEIVED
APR 12 1965
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 9, 1965

Ross Bros. Construction Co.
359 Apple Blossom Ave., North
Salem, Oregon

Gentlemen:

The State Highway Commission on April 8, 1965, awarded to you State Highway Contract No. 6567 for the following project:

Lower Salt Creek Bridge on Oakridge-Salt Creek Tunnel Section of Willamette Highway in Lane County.

This award was based on your low bid of $154,435.50 which was submitted to the Commission on ~~April 6, 1965,~~ for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

Form CD-121 (1-63) (Prev. ed. A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 22, 1965

In reply refer to: 08-35.2DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ERFO-101(2)
Upper and Lower Salt Creek Bridges
Bridge Reconstruction

P.S. & E. documents for the final two portions of the subject project are hereby approved with the understanding that you will make any corrections found necessary following completion of our review. You are authorized to advertise the project for bids for a period of two weeks. Signed copies of the title sheets are returned herewith.

Our authorization is with the understanding that all right of way is available for the project with no utility adjustments involved as indicated in Mr. Wright's and Mr. Litchfield's March 15, 1965 reports.

The estimate does not include a salvage credit for the Lower Salt Creek bridge. Salvage credit should be reported in the same manner as for the Upper Salt Creek bridge. We also suggest that the special provisions be revised to be comparable to those previously used for the Upper Salt Creek bridge indicating possible deletion of the item if the U. S. Forest Service removes the bridge.

The use of the Standard Specifications for Highway Construction - 1964, is approved for use on these specific projects.

The use of the Division I - General Requirements, Article 8-1 Subletting, dated 12-1-64 Supplemental Standard Specification is approved for use on these specific projects.

Mr. Young's March 22, 1965 letter indicates that nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Attachment

RECEIVED
MAR 25 1965
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 9 - 1965

FOR FILING

6367

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1965

To: MEMO TO FILES:

SUBJECT: Willamette Highway Bridges
Salt Creek (Lower) Bridge No. 1519
Salt Creek Bridge (Upper) Bridge No. 2071, M.P. 42.87
Eagle Creek Bridge No. 3995- M.P. 48.33

On January 21 an inspection of the above three mentioned bridges on the Willamette Highway was made by John H. Walker, A. A. Rear, and the writer. The results of this inspection and our recommendations are as follows:

Lower Salt Creek Bridge No. 1519. This bridge was constructed by the Bureau of Public Roads in 1933 and consists of a 101'6" steel pony truss on spill through abutments. Roadway width 24' and one 4' sidewalk on the upstream side. The structure was built perpendicular to the roadway center line whereas the channel change is indicated on a 10° skew with a 50' botton channel width. At the present time it was estimated that the channel is on a 20° skew. The structure itself was not damaged during the flood; however, the approach roadway on the East side was washed out. Because of the narrow roadway this structure should be replaced in the near future on new alignment immediately upstream from the existing bridge, and at that time a longer center span should be used to increase the waterway. The present structure is adequate to handle any normal floods.

Upper Salt Creek Bridge No. 2071: This structure was also constructed in 1933 by the Bureau of Public Roads. It has a 101'6" steel pony truss with 29' poured-in-place concrete approach spans. The bridge was built on a very pronounced bend in Salt Creek and during the December flood the creek cut a new channel Easterly from the bridge, leaving the bridge high and dry. I am attaching a picture indicating the existing bridge and the channel cut by the stream during the flood. To facilitate opening the highway to traffic al log bridge was constructed immediately downstream from the proposed new bridge site. The picture also indicates a log bridge just off the highway center line. This was the Pioneer Bridge necessary to permit moving construction equipment to get to the Eastern end of the damaged sections, and will be removed in the very near future. It is recommended that at this site the channel change made by Salt Creek be retained and with the side slopes adequately protected by 8 to 10' of heavy riprap. The channel change should have a minimum of 100' bottom width at the bottom of the channel elevation. The above channel change will require a long span of steel across the main channel with steel anchor spans. It is proposed to remove the existing bridge and rebuild the new structure on the old highway center line. A vicinity map is now in preparation and will be in the Salem office Monday morning, January 25. Work will start immediately upon receipt of the vicinity map to the end a contract may be let as soon as possible for the bridge replacement.

Eagle Creek Bridge No. 3995: This bridge was constructed by the Bureau of Public Roads in 1934 and consists of one 12', one 18', and one 12' reinforced concrete slab spans on concrete bents and spill through end abutments. Roadway width 24' with one 3'6" sidewalk on the upstream side. This structure has a history of inadequacy to carry Eagle Creek during Eagle Creek flooding. The flooding of Eagle Creek in the past has washed out the end fills which undermined the interior bents. The December 1964 flood undermined the Easterly bent which has been repaired with driven steel piling at this time to make the bridge usable. The approach roadway on each end was destroyed by Salt Creek which is immediately adjacent to the highway on the South. Because of the history of inadequate waterway on this structure it is recommended that later in the summer during the low water period of Salt Creek a detour immediately downstream from the present structure be constructed; the present bridge removed and a single span structure on abutments be constructed using 21" pre-stressed slabs; a 50' span can be obtained which, on abutments, would greatly increase the waterway and relieve the opening from drift problems.

As mentioned above the present structure is adequate to carry traffic and no reconstruction should be started at this point until all danger of high water in Salt Creek is past. Roadway widths would be full shoulder width for Eagle Creek and 32' roadways for both Salt Creek structures when they are reconstructed.

Ivan D. Merchant
Bridge Engineer

IDM/mm
Attached

cc: Mr. P. M. Stephenson (picture attached)
Mr. F. D. Morgan
Attention: Mr. John H. Walker
Mr. A. A. Rear

ERFO-162(1) Wood River Br., Crater Lake 1965 Hwy. at Fort Klamath

#6568

STATE COPY

Monthly transaction number	PR-26 (Rev. 8-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
6-8-34		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	County
5 6568	6-24-66	Klamath
		Project number ERFO-162(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 2, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 72,852

Revised Federal funds $ 72,852.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of June, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Clabe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XXX~~ A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. ERFO-162(1)

FT. KLAMATH-KLAMATH AGENCY SECTION

OF THE CRATER LAKE HWY. IN KLAMATH COUNTY

(Revised Estimate as a basis for modification of Project Agreement. Revised to put the temporary work under agreement.)

Salem, Oregon, May 14, 1966

Type Code X081
Wood River Bridge (#957-A) (Sta. 8+25 to Sta. 9+05) (Contract No. 6568)

Remove Old Bridge	All Required		$ 2,000.00
Furnish Treated Timber Piling	960 Lin.ft.	$ 1.50	1,400.00
Drive Timber Piles	32 only	15.00	2,400.00
Class "A" Concrete (66 cu.yds)	All Required		5,000.00
80-85' Prestressed Box Beams	9 only	3,400.00	30,600.00
Metal Reinforcement (10,700 lbs)	All Required		1,800.00
Loose Riprap	425 cu.yds.	4.00	1,700.00
			$44,940.00
		Engr. & Cont.	4,494.00
		Subtotal	$49,434.00

Type Code 5231
Wood R. Br. Approaches (Sta. 4+00 to Sta. 15+00) (Contract No. 6568)

Embankment in Place	3,200 cu.yds.	1.30	$ 4,160.00
Subbase	1,120 cu.yds.	6.00	6,720.00
3/4" - 0 Material in Base	300 cu.yds.	8.00	2,400.00
Watering	190 M-gals.	5.00	950.00
3/4"-0 Aggregate in Prime Coat	44 cu.yds.	8.00	352.00
RC-250 Asphalt in Prime Coat	8 tons	60.00	480.00
Aggregates in Asphalt Macadam	250 cu.yds.	8.00	2,000.00
120-150 Asphalt in Asphalt Macadam	24 tons	70.00	1,680.00
			$18,742.00
Flagging (57% of Contractor's Cost)			$ 500.00
			$19,242.00
		Engr. & Cont.	1,924.00
		Subtotal	$21,166.00

Type Code 6201
Flood Repair (MP 87.55 to MP 91.34)
Temporary and Permanent*

State Force Equipment, Labor and Materials	All Required	$ 2,252.00
	Subtotal	$ 2,252.00
	Total	$72,852.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Structure	$49,434.00	$49,434.00
Roadway	21,166.00	21,166.00
Temporary and Permanent Repair	2,252.00	2,252.00
	$72,852.00	$72,852.00

State Funds for Const.: Chap. 175, Laws 1917,
Chap. 31, Laws 1920,
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 18-1008 18-4427 18-4527

Costs for repair by State forces as shown in this estimate were taken from the cost records.
D.M.E. office charges are not included in this estimate.

* Permanent work was completed in conjunction with the temporary repair except that portion done by contract.

STATE COPY

Form [illegible]roved; Budget Bureau No. 41-R2089

RECEIVED
SEP 3 - 1965

FOR FILING

ERFO-162(1)2

FORM PR-2 (REV. 2-64) — U.S. DEPARTMENT OF COMMERCE, BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

8-2-65

STATE	Oregon
COUNTY	Klamath
PROJECT NO.	ERFO-162(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Fort Klamath - Klamath Agency Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-24-65	0.208
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 70,600.00	$ 70,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: [signature]
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer August 2, 1965

Oregon State Highway Department

Federal Aid
Project No. ERFO-162(1)

FT. KLAMATH-KLAMATH AGENCY SECTION OF THE
CRATER LAKE HIGHWAY IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 8, 1965

Type Code 1031

Wood River Bridge (#957A)(Sta. 8+25 to Sta. 9+05)(Contract No. 6568)

Remove Old Bridge	All	Required		$ 2,000.00
Furnish Treated Timber Piling	960	lin.ft.	$ 1.50	1,440.00
Drive Timber Piles	32	only	75.00	2,400.00
Class "A" Concrete (66 cu.yd.)	All	Required		5,000.00
30' - 85' Prestressed Box Beams	9	only	3,400.00	30,600.00
Metal Reinforcement (10,700 lbs.)	All	Required		1,800.00
Loose Riprap	425	cu.yds.	4.00	1,700.00
		Subtotal		$44,940.00
		10% Engr. & Cont.		4,494.00
		Total		$49,434.00

Type Code 5231

Wood River Br. Approaches (Sta. 4+00 to Sta. 15+00)(Contract No. 6568)

Embankment in Place	3,200	cu.yd.	$ 1.30	$ 4,160.00
Subbase	1,120	cu.yd.	6.00	6,720.00
3/4" - 0 Material in Base	300	cu.yd.	8.00	2,400.00
Watering	190	M-gal.	5.00	950.00
3/4" - 0 Aggregate in Prime Coat	44	cu.yds.	8.00	352.00
MC-250 Asphalt in Prime Coat	8	tons	60.00	480.00
Aggregates in Asphalt Macadam	250	cu.yd.	8.00	2,000.00
120-150 Asphalt in Asphalt Macadam	24	tons	70.00	1,680.00
				$18,742.00
Flagging (57½% of Contractor's Cost)	All	Required		$ 500.00
		Subtotal		$19,242.00
		10% Engr. & Cont.		1,924.00
		Total		$21,166.00

Length of Roadway - - - - - - - - - - - - - - - - - 0.193 miles
Length of Structure - - - - - - - - - - - - - - - - 0.015 miles
Total Length- 0.208 miles
Cost of Roadway per Mile- - - - - - - - - - - - - - $109,668.39

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Structure	$49,434.00	$49,434.00
Roadway	21,166.00	21,166.00
Subtotal	$70,600.00	$70,600.00
Retained in authorized fund status (Temporary and permanent restoration not covered by this contract)	$ 4,400.00	$ 4,400.00
Total	$75,000.00	$75,000.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Prefix 18-4427 F
18-4527 F
18-1008

RECEIVED
JUN 20 1966
FOR FILING

Form CD-121 (11-63) (Para. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

ERFO-162(1)

TO 65 A Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 15, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ERFO-162(1)
Fort Klamath - Klamath Agency Section
Crater Lake Highway
Emergency Repairs

We hereby approve State Force Account procedures as a result of our December 22, 1964 Statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. Use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's May 17, 1966 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 3.8 (intermittent) miles of roadway and/or bridges at a total estimated State Force Account work amount of $2,252.00. Estimated emergency fund participation is to be 100% financing, or $2,252.00.

We concurred in the contract award for Wood River Bridge on April 8, 1966.

REFERRED TO
Young Wilmeth
By Asst. State Hwy. Engr.
6-20-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 12 1966
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 14, 1966

SUBJECT: Contract No. 6568
Wood River Bridge
Fort Klamath-Klamath Agency Section
ERFO

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

I return herewith the file you handed me yesterday, which includes a June 7 letter from the Bureau of Public Roads advising that they are withholding participation in two items on the subject project for lack of evidence of inspection and testing. We find that this was a bridge contract. The two items in question are loose riprap, 196 cu. yds. at $4.00 = $784.00, and metal reinforcement, lump sum, $1,800.00, for a total money amount of $2,584.00 in question.

The Division was advised of this citation and they thought that Construction Division personnel were involved in the checking and inspection on the riprap item only. We are checking further on this item.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:bjm
Attachments

cc: J. F. Putnam (w/attachs.)

RECEIVED
JUN 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Klabor
Completed

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 7, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project ERFO 162(1) Contr. 6568 Wood River
Fort Klamath-Klamath Agency Section
Crater Lake Highway

Attached are two copies of the Final Report on the subject project. We wish to particularly direct your attention to the first paragraph on page two of the report.

We dislike to withhold Federal-aid participation in the items of work discussed, but the lack of any documentary evidence that the materials were properly inspected and/or tested for compliance with governing specifications prior to their incorporation into the work leaves us no other course of action.

Enclosure

Enclosure

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-33A (2)-(10-63)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FINAL REPORT

(PPM 20-6.1)

cc: OSHD (Klaboe)
OSHD (Edwards
Region ~~Wash DC~~

nig

REGION NO.	REPORT NO.	COUNTY	DIVISION
8	6	Klamath	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
~~5-23-66~~	G. S. Stone, Asst. Area Engr.		FHFD-162(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACTING AGENCY**	**TIME ELAPSED**	**APPROVED EXTENSION(S)**
~~7-23-65~~	11-29-65	126%	None *
CONTRACT TIME	**LOCATION**		
~~6-30-65~~	From Crater Lake Highway (FAS 541) 2.4 miles north of Ft.Klamath to State Route 62, 1.4 miles south of Ft. Klamath		

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

A copy of the State's materials certificate is attached to the Division office copy of this report.

All applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

Other remarks:

FT. KLAMATH - KLAMATH AGENCY SECTION
CRATER LAKE HIGHWAY
Grading, Paving and Structure

*Liquidated damages are to be assessed for 20 days overrun in contract time.

Price Agreement #1 ($74) and Extra Work Orders 1 through 3 ($500, $250, $500) have been approved for inclusion in the contract. Final contract construction cost is estimated at $62,000, a decrease of 7.6 percent. In addition, a State Forces Order in the amount of $750 for the placing of asphalt concrete by State forces on the Wood River Bridge has been approved.

The cost of temporary emergency relief repairs performed on this project by State forces is estimated at approximately $2,500.

There were no unusual overruns or underruns in this project.

(more)

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

Acceptance of the project is recommended.

C. Scott Stone, Asst. — Area Engineer

Project Accepted ~~5-23-66~~

W. W. Parsons — Division Engineer

The materials certificate indicates that there are no test or certification reports on file for contract Item No. 6, Metal Reinforcement, and no test or inspection reports on file for Item No. 7, Loose Riprap. It is recommended that Federal participation be withheld from these items. The materials are not considered detrimental to the project.

All other contract furnished materials have been tested and found to be in substantial conformance with specifications.

Materials incorporated by State forces were obtained from locally available borrow sources or from State Maintenance stock and are considered satisfactory.

RECEIVED
JAN 5 - 1966
FOR FILING

ERFO-162 (1)

6568

January 4, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On November 30, 1965, we wrote to you concerning release of final payment on Contract No. 6568 awarded to Mann Construction Company for structure, grading, and oiling on the Wood River Bridge on the Crater Lake Highway in Klamath County.

Final payment on this contract is $4,945.50 and the total contract amount is $61,004.10 including $1,562.76 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Mann Construction Company
P. O. Box 595
Redmond, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
DEC 20 1965

Form CD-121
(11-63)
(Prescribed by A.O. [illegible])

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

ERFO-162 (1)

TO : Mr. Forrest Cooper, State Highway Engineer
6568 Salem, Oregon

DATE: December 15, 1965

In reply refer to: 08-35-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ERFO 162(1)
Wood River Bridge

Mr. Edwards' December 10 letter proposes a penalty to the contractor on the subject project for violation of Article 4-5 of the 1964 Standard Specifications and PPM 21-6.3, Use of Publicly Owned Equipment.

Although the PPM does not specify any penalty the policy provides that Federal funds shall not participate in costs incurred by the use of Publicly Owned Equipment; therefore, as this end is achieved by your proposed penalty, it is acceptable to this office.

Copy to L. H. Young & Merchant
12-17-65

NOTED
TOM EDWARDS

RECEIVED
DEC 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 13 1965
FOR FILING
ERFO-162(1)
6564

December 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Wood River Bridge
Contract 6568
FAP ERFO-162(1)

Dear Sir:

The contractor on this project inadvertently rented a 10-ton tandem roller from Klamath County and used the same in performing work on the contract. The County-owned equipment was removed from the work immediately after the contractor was advised by our Resident Engineer that the use of publicly owned equipment was contrary to the contract.

Article 4-3 of the contract and PPM 21-6.3 do not establish definite penalties against the contractor for contract violations of this nature. In this instance, I propose to assess the contractor a penalty amounting to the difference between the total amount paid the County by the contractor and an amount determined by the total hours, at AGC rental rates, that the contractor used the equipment on the project computed as follows:

PAID COUNTY

Moving (from Ft. Klamath)	
Labor	$ 23.99
Equipment	21.60
10% Overhead	4.56
Total Moving	$ 50.15
Roller Rental 5 days at $50	250.00
TOTAL	$300.15

AGC RENTAL

15 hours (actual use time) at $6.45 per hour	$ 96.75
PENALTY	$203.40

May I have your concurrence in this assessment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
L. H. Young
Ivan Merchant

CAG:jf jwa

RECEIVED
DEC 3 - 1965
FOR FILING

Salem, Oregon
December 3, 1965

Contract No. 6568
Wood River Bridge
Publicly-owned Equipment

Mr. Ivan D. Marchant
Bridge Engineer
BUILDING

The contractor, Mann Construction Co., has used publicly-owned equipment on the above-mentioned project.

Resident Engineer Harwood indicated in his letter to Mr. Rouke, dated June 13, 1965, the equipment was used for a total of 16 hours. In TT dated December 1, 1965, Mr. Harwood indicates the total is 15 hours. The TT also indicated the contractor rented the publicly-owned equipment from the County for 5 days at $50.00 per day, plus move-in costs of $50.15, making a total of $300.15 paid to the County.

It is suggested the penalty be assessed as the difference between the total amount paid the County and an amount determined by the total hours, at AGC rental rates, the contractor used the equipment on the project. The precedence for the penalty determination was established by your office on two previous contracts.

It is assumed the determination of the penalty will be made in conjunction with the Bureau of Public Roads prior to submission of the Price Agreement to the contractor.

Final payment to the contractor is being withheld pending your action in this matter.

L. H. Young
Office Engineer

VG:bb

cc: Mr. Tom Edwards

RECEIVED
DEC 1 - 1965
FOR FILING

ERFO-162 (1)

6568

November 30, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6568 awarded to Mann Construction Company for structure, grade, and oiling on the Wood River Bridge Section of the Crater Lake Highway in Klamath County was completed on July 23, 1965, and accepted by the Highway Commission on November 29, 1965.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before December 7, 1965.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Mann Construction Co.
P. O. Box 595
Redmond, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 29 1965
FOR FILING
ERFO-163 (4)
6568

November 29, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed July 23, 1965, on Contract No. 6568. The contract was with Hamm Construction Co. and was for structures, grading and oiling on the Wood River Bridge Section of the Crater Lake Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 29, 1965, and that you concur in this procedure at the Commission meeting December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

RECEIVED
SEP 20 1965
FOR FILING
ERFO-162 (1)
6568

August 23, 1965

Mann Construction Company
P. O. Box 595
Redmond, Oregon

Gentlemen:

The State Highway Commission at its meeting on August 23, 1965, considered your request for an extension of the specified completion date from June 30, 1965, to July 15, 1965, to complete Contract No. 6568 for structure, grade, and oil on the Wood River Bridge of the Crater Lake Highway in Klamath County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to July 1, 1965, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lm

cc L. R. Chandler
Allen Harwood
L. H. Young
I. D. Merchant
C. H. Matson
Bureau of Public Roads

UNITED PACIFIC INSURANCE COMPANY No.

A MEMBER OF UNITED PACIFIC INSURANCE GROUP

HOME OFFICE: TACOMA 1, WASHINGTON

FIDELITY AND SURETY DEPARTMENT

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That the UNITED PACIFIC INSURANCE COMPANY, a corporation of the State of Washington, having its principal offices in the city of Tacoma, Washington, pursuant to authority granted by By-Law No. 37-A of its By-Laws, which reads as follows:

"The President, any Executive Vice-President, any other Vice-President, any Assistant Vice-President, or any Resident Vice-President of this Corporation, shall have authority to appoint in writing such attorneys-in-fact as the business of the Company may require, and to authorize such attorneys-in-fact, and each of them, to execute on behalf of the Company, any bonds, recognizances, stipulations, contracts of indemnity and other undertakings of like character, or to exercise any lesser number of said powers as hereinbefore set forth.

"Said appointments shall be attested by the Secretary or an Assistant Secretary of this Corporation under its seal. The signature of the Secretary or any Assistant Secretary to certified copies of such powers of attorney may be original or facsimile, and when the corporate seal is affixed thereto, any third party may rely on said certified copies of powers of attorney as the act and deed of this Corporation. The President, any Executive Vice-President, any other Vice-President, any Assistant Vice-President, or any Resident Vice-President may revoke any appointment made pursuant hereto, and revoke any and all authority conferred by any such appointment."

does hereby nominate, constitute and appoint MARY F. RAFF of EUGENE, OREGON----------

its true and lawful Attorney-in-Fact, to make, execute, seal and deliver for and on its behalf, as surety, and as its act and deed,

any and all bonds and undertakings of suretyship----------

The execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Company, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the Company at its office in Tacoma, Washington, in their own proper persons.

IN WITNESS WHEREOF, the UNITED PACIFIC INSURANCE COMPANY has caused these presents to be signed by its ---------- Vice-President and its corporate seal to be hereto affixed, duly attested by its Assistant Secretary, this 18th day of December, 19 63.

UNITED PACIFIC INSURANCE COMPANY

Attest: s/ GERRY L. WHITE
Assistant Secretary

By s/ MORRIS E. BROWN (SEAL)
Vice-President

STATE OF WASHINGTON }
County of Pierce } ss.

On this 18th day of December, 19 63, before me, the undersigned, a Notary Public in and for the State of WASHINGTON, duly commissioned and sworn, personally appeared MORRIS E. BROWN and GERRY L. WHITE to me known to be the Vice-President and Assistant Secretary, respectively, of UNITED PACIFIC INSURANCE COMPANY, the corporation that executed the foregoing instrument and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute the said instrument and that the seal affixed is the corporate seal of said corporation.

WITNESS my hand and official seal hereto affixed the day and year in this certificate above written.

s/ IRENE C. KRIER
Notary Public in and for the State of WASHINGTON
residing at TACOMA

STATE OF WASHINGTON }
County of PIERCE } ss.

I, GERRY L. WHITE, Assistant Secretary of the UNITED PACIFIC INSURANCE COMPANY, do hereby certify that the copy of By-Law No. 37-A, set forth in the foregoing instrument, is a true copy of said by-law and now in force, and I do hereby further certify that the Power of Attorney above set forth was duly and regularly executed by said UNITED PACIFIC INSURANCE COMPANY in its usual form, and that the seal thereto affixed is the corporate seal of said Company, and that said Power of Attorney is in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company at the City of TACOMA this 18th day of December, 19 63

s/ GERRY L. WHITE (SEAL)
Assistant Secretary

STATE OF WASHINGTON }
County of PIERCE } ss.

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That the UNITED PACIFIC INSURANCE COMPANY, a corporation of the State of Washington, having its principal offices in the city of Tacoma, Washington, pursuant to authority granted by By-Law No. 37-A of its By-Laws, which reads as follows:

"The President, any Executive Vice-President, any other Vice-President, any Assistant Vice-President, or any Resident Vice-President of this Corporation, shall have authority to appoint in writing such attorneys-in-fact as the business of the Company may require, and to authorize such attorneys-in-fact, and each of them, to execute on behalf of the Company, any bonds, recognizances, stipulations, contracts of indemnity and other undertakings of like character, or to exercise any lesser number of said powers as hereinbefore set forth.

"Said appointments shall be attested by the Secretary or an Assistant Secretary of this Corporation under its seal. The signature of the Secretary or any Assistant Secretary to certified copies of such powers of attorney may be original or facsimile, and when the corporate seal is affixed thereto, any third party may rely on said certified copies of powers of attorney as the act and deed of this Corporation. The President, any Executive Vice-President, any other Vice-President, any Assistant Vice-President, or any Resident Vice-President may revoke any appointment made pursuant hereto, and revoke any and all authority conferred by any such appointment."

does hereby nominate, constitute and appoint MARY F. RAFF of EUGENE, OREGON----------

its true and lawful Attorney-in-Fact, to make, execute, seal and deliver for and on its behalf, as surety, and as its act and deed,

any and all bonds and undertakings of suretyship----------

The execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Company, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the Company at its office in Tacoma, Washington, in their own proper persons.

IN WITNESS WHEREOF, the UNITED PACIFIC INSURANCE COMPANY has caused these presents to be signed by its Vice-President and its corporate seal to be hereto affixed, duly attested by its Assistant Secretary, this 18th day of December, 19 63.

UNITED PACIFIC INSURANCE COMPANY

Attest: s/ GERRY L. WHITE
Assistant Secretary

By s/ MORRIS E. BROWN (SEAL)
Vice-President

STATE OF WASHINGTON }
County of Pierce } ss.

On this 18th day of December, 19 63, before me, the undersigned, a Notary Public in and for the State of WASHINGTON, duly commissioned and sworn, personally appeared MORRIS E. BROWN and GERRY L. WHITE to me known to be the Vice-President and Assistant Secretary, respectively, of UNITED PACIFIC INSURANCE COMPANY, the corporation that executed the foregoing instrument and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute the said instrument and that the seal affixed is the corporate seal of said corporation.

WITNESS my hand and official seal hereto affixed the day and year in this certificate above written.

s/ IRENE C. KRIER
Notary Public in and for the State of WASHINGTON
residing at TACOMA

STATE OF WASHINGTON }
County of PIERCE } ss.

I, GERRY L. WHITE, Assistant Secretary of the UNITED PACIFIC INSURANCE COMPANY, do hereby certify that the copy of By-Law No. 37-A, set forth in the foregoing instrument, is a true copy of said by-law and now in force, and I do hereby further certify that the Power of Attorney above set forth was duly and regularly executed by said UNITED PACIFIC INSURANCE COMPANY in its usual form, and that the seal thereto affixed is the corporate seal of said Company, and that said Power of Attorney is in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company at the City of TACOMA this 18th day of December, 19 63

s/ GERRY L. WHITE (SEAL)
Assistant Secretary

STATE OF WASHINGTON }
County of PIERCE } ss.

I, GERRY L. WHITE, Assistant Secretary of the UNITED PACIFIC INSURANCE COMPANY, do hereby certify that the foregoing instrument is a true copy of a Power of Attorney duly and regularly issued by said Company, and that the same is still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company at the City of _____ this 24th day of June, 19 65

Gerry L. White (SEAL)
Assistant Secretary

B-1027A—Rev. 5-57—General—Power of Attorney

Form CD-121 (11-65) (Prescribed by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 2, 1965

In reply refer to: 08-35.DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon ERFO 162(1)
Wood River Bridge
Contract # 6568

Based on the reasons set forth in Mr. Merchant's letter of July 26, 1965, with respect to a request for an extension in contract time on the subject project, we concur in your recommendation that the specified completion date be advanced from June 30, 1965 to July 3, 1965. This is in accordance with Articles 8.7 and 8.8 of your Standard Specifications and the Special Provisions for this contract.

RECEIVED
STATE HIGHWAY DEPT.
ENGINEERING DIVISION
AM AUG - 1965 PM
7,8,9,10,11,12,1,2,3,4,5,6

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 2 0 1965
FOR FILING

6568

August 20, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 8
August 23, 1965 Meeting

Gentlemen:

The Mann Construction Company, contractor on the Wood River Bridge Section of the Crater Lake Highway in Klamath County, Contract No. 6568, requests that the completion date of the project be extended from June 30, 1965, to July 15, 1965. The contractor alleges that heavy rain and pilferage of some of his construction materials delayed his work. In our opinion, these conditions are not sufficient to grant an extension under terms of the contract.

During the progress of the work it was found necessary to add treated timber piling to each of the bents. The obtaining and driving of these piling would require extra time and we recommend that the completion date be advanced to July 3, 1965. The contractor completed the work on July 23, which means that he will be assessed 20 days liquidated damages at $75 per day, or $1,500.

This matter will be on the agenda for the August 23 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
Victor D. Wolfe
Ivan D. Merchant
L. H. Young
C. H. Maison
L. R. Chandler

CAG:ge/RLP:ma bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6568 (BR) Contractor Mann Construction Co.

Highway Crater Lake

Section Wood River Bridge

Kind of Work Structure, Grade & Oil

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended that contractor's request for 15 days additional time be denied for reasons stated.
Recommended that completion time be advanced to July 3, 1965, without assessment of liquidated damages because of additional work ordered.

Recommended for Approval:

Division Engineer

Construction Engineer or
Bridge Engineer

State Highway Engineer

Contract No. 6568

Project designation ERFO--162 (1)
State-Federal

Date awarded April 8, 1965

Work started May 6, 1965

Per cent completed 85%, 6/25/65
Date

No. of Workdays Allowed ~~84~~

No. of Workdays Used ~~78~~

No. of Added Workdays Requested ~~15~~

E—810 (Rev.)—8M—10-57.

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 21, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 81 days to 99 days, within which to complete our Contract No. #6568, without the assessment of liquidated damages. The said contract is described as follows: Structure, Grade and Oil Bridge No. 957A, Wood River Bridge, Crater Lake Highway, Klamath County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Recent heavy rains in Klamath Falls area made it impossible to re-run new rock samples for oiling as the pit was too wet. (Previous rocks had been disapproved). That factor, together with having the four bearing pads taken from our jobsite, delayed progress on the job.

Every effort is being made to complete the job at earliest possible time, including addition of another crew to complete concrete, but we request that completion date be moved to July 15, 1965

Respectfully submitted,

Mann Construction Co. (Contractor) PO Box 595, Redmond, Oregon

By Martha Stranahan
Richard Mann, owner, per Martha Stranahan, office

CONSENT OF SURETY

Date June 24, 1965

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Mary F. Raff — Attorney-in-fact

(SEAL)

Muriel F. Pierce — Resident Agent

RECEIVED
AUG 11 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. PRIDDY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
ENGINEERING

ERFD-162(1)

6568

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 6, 1965

STATE COPY

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 23, 1965, on Contract No. 6568, Wood River Bridge Section, in Klamath County, in connection with Federal-Aid Project No. ERFO-162(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: September 10, 1965

Conditions noted on above date:

Project inspected 9-9-65 and found to be completed in substantial conformance with plans and specifications.

A. W. Parsons
Division Engineer

RECEIVED
SEP 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

By: M. E. Martin
District Engineer

REFERRED TO
Highway Engr.
9-14-65

Form CD-121
(11-63)
(Prss. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 2, 1965

In reply refer to: 08-35.DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon ERFO 162(1)
Wood River Bridge
Contract # 6568

Based on the reasons set forth in Mr. Merchant's letter of July 26, 1965, with respect to a request for an extension in contract time on the subject project, we concur in your recommendation that the specified completion date be advanced from June 30, 1965 to July 3, 1965. This is in accordance with Articles 8.7 and 8.8 of your Standard Specifications and the Special Provisions for this contract.

NOTED
TOM EDWARDS

RECEIVED
AUG 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED JUN 16 1965

FOR FILING

6568

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Form E-20[illegible]-6M

Contingent upon approval of project [illegible] additional funds [illegible]

Date MAY 14 1965 J.E. Martin [illegible] Dist. Engineer

U.S. Bureau of Public Roads

Project Name WOOD RIVER BRIDGE Date 24 May, 1965

Highway Crater Lake Contract No. 6568 (BR)

County Klamath Prefix 18-1008

Contractor Mann Construction Co. F. A. Project No. ERFO-162(1)

Address Redmond, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavation of rip rap for bridge ends.

Equipment rental rates shall be in accordance with the State-A.G.C. aggreeement and percentage allowable to contractor in accordance with the standard specifications for this contract.

Telephone approval received May 14, 1965.
Work has been done.

Location by station numbers:

Sta. 8+25 to Sta. 9+05

RECEIVED CREEK SECTION BRIDGE DIVISION MAY 27 1965 AM 7,8,9,10,11,12,1,2,3,4,5,6 PM 4

Estimate of quantities and cost:

Labor	$100.00
Equipment	150.00
	$250.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

To keep from restricting the stream area when rip rap is placed it is necessary to remove excess material at the bridge ends.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$72,204.75
Present estimate of project cost, including $250.00 for work under this order	$69,566.56
Expected under-run amount	$2,638.19
Expected under-run per cent	3.8%

Space to right of this line is for use of Salem Office

Submitted by: Allan C. Harwood, Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer or Assistant State Highway Engineer

orig to Young 6-15-65

State Printing

RECEIVED
JUN 10 1965
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date MAY 24 1965 By [signature]
Title [illegible]
U.S. Bureau of Public Roads

ERI (6) (1)

6566

Project Name WOOL RIVER BRIDGE Date 24 May, 1965

Highway Crater Lake Contract No. 6568 (BR)

County Klamath Prefix 18-1008

Contractor Mann Construction Co. F. A. Project No. ERFO-162(1)

Address P.O. Box 595; Redmond, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging - State's share 57½%

Location by station numbers:

Sta. 8+25 to Sta. 9+05

Estimate of quantities and cost:

Flagging $500.00

RECEIVED
JUN 10 1965
10:00 AM 12 1 2 3 4 5 6 7 8 9 10 11 12 1 2 3 4 5 6 PM
BUREAU OF PUBLIC ROADS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Authorized by Project Authorization

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 72,204.75
Present estimate of project cost, including $ 500.00 for work under this order	$ 69,316.56
Expected under-run ~~per cent~~ amount	$ 2,888.19
Expected under-run ~~amount~~ per cent	4.5%

Space to right of this line is for use of Salem Office

Submitted by: Allan C. Harwood
Resident Engineer

Approval Recommended: [signature]
Division Engineer

Approval Recommended: [signature]
Construction Engineer or Bridge Engineer

Approved [signature]
Deputy State Highway Engineer or Assistant State Highway Engineer

Olig to Young 6-15-65

State Printing

RECEIVED
JUN 6 1965
FOR FILING

6568

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

MAY 20 1965

U.S. Bureau of Public Roads

Project Name Wood River Bridge--Bridge No. 957 A Date May 22, 1965

Highway Crater Lake Contract No. 6568

County Klamath Prefix 18-1008

Contractor Mann Construction Company F. A. Project No. ERFO-162(1)

Address P. O. Box 595 Redmond, Oregon Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove sod from existing roadway slopes prior to widening the roadway.

Equipment rental rates shall be in accordance with the State-A.G.C. agreement and percentage allowable to contractor in accordance with the standard specifications for this contract.

Telephone approval received May 20, 1965.

Work has not been done to date.

Location by station numbers:

Stations 4+00 to 8+25
Stations 9+05 to 15+00

Estimate of quantities and cost:

Equipment $300.00
Labor 200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Heavy sod on existing roadway slopes which should be removed prior to widening roadway. No provisions made for this work in contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $500.00 for work under this order	$ 72,204.75	
Expected under-run / over-run amount	$ 0.00	
Expected under-run / over-run per cent	0	

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approval Recommended: [signature] Division Engineer

Approved [signature] Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing

[signature] 6-15-65

FORM E-1232 5CM 5-64
RECEIVED
MAY 12 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FILE 1.2 W
1.2.6.4

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 11, 1965

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Wood River Bridge
Contract No. 6568
Federal Aid Project No.
EBFO-162(1)

Work was started on the above project on May 6, 1965.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

By ORIGINAL SIGNED
T. C. ROAKE
Theo. C. Roake
Ass't. Bridge Engineer

jm

cc: F.A. Query
L.H. Young
C.H. Maison

ORIGINAL SIGNED
FLOYD QUERY

RECEIVED
APR 9 1965

Form CD-121
(11-63)
(Prescribed by
A.O. 201-10)

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 12, 1965

In reply refer to: 08-35.2-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ERFO-162(1)
Wood River Bridge
Grading, oiling & bridge reconstruction

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of April 8, 1965 in the award of contract No. 6568 to Mann Construction Co. of Redmond, Oregon, low bidder in the amount of $63,682.00 at the April 6, 1965 bid opening.

REFERRED TO
Young
Date: By:
Ref:
Due Date:

RECEIVED
APR 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

orig to Young 4-19-65

RECEIVED
APR 12 1965

FOR FILING

COMMISSIONERS
ELLIS L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
April 9, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

E 111-16 (1)

6.1.1

Mann Construction Company
P. O. Box 595
Redmond, Oregon

Gentlemen:

The State Highway Commission on April 8, 1965, awarded to you State Highway Contract No. 6568 for the following project:

Wood River Bridge on Crater Lake Highway in Klamath County.

This award was based on your low bid of $63,682.00 which was submitted to the Commission on April 6, 1965, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

March 22, 1965

Original signed by
M. E. Martin
Dist. Engineer

08-35.258

A. W. Parsons, Division Engineer
Salem, Oregon

By:
M. E. Martin
District Engineer

Oregon Project ERPO-162(1)
Wood River Bridge
Bridge Reconstruction

P.S. & E. documents for a portion of the subject project are hereby approved with the understanding that you will make any corrections found necessary following completion of our review. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all right of way is available for the project with no utility adjustments involved as indicated in Mr. Wright's and Mr. Litchfield's March 15, 1965 reports.

The use of the Standard Specifications for Highway Construction - 1964, is approved for use on this specific project subject to the following limitations: The proprietary reference to AASHO Standard Specifications under Article 403 is not approved under the provisions of paragraph 3d of PPM 40-3.1. A special provision or supplementary standard specification should be submitted to assure Federal participation in bid items for which wood preservatives are used with reference to AWPA.

The use of the Division I - General Requirements, Article 8-1 Subletting, dated 12-1-64, and Section 415 - Riprap, dated 12-1-64 Supplemental Standard Specifications is approved for use on this specific project.

Mr. Young's March 22, 1965 letter indicates that nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

In view of the quantities involved, consideration should be given to including the approach roadway work as bid items.

Attachment

Copies to Glenn with sketch.

RECEIVED
APR 6 - 1965
FOR FILING

N STATE HIGHWAY DEPARTMENT

NTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1965

SUBJECT: Utility R/W Status Report
March 30 Contract Letting

BUILDING

The status of negotiations with Utilities on all ER projects for this letting is as follows:

1. MARKS CREEK BRIDGE: Structure

No Utilities are involved on this project.

2. WOODS BRIDGE SECTION: Structure

No Utilities are involved on this project.

3. SHITIKE CREEK BRIDGE SECTION: Structure, Grading & Oiling

Postponed to a later letting.

4. OAKRIDGE-SALT CREEK TUNNEL SECTION: Structure

No Utilities are involved on this section.

5. EUCHRE MT. SECTION: Grading and Paving

No Utilities are involved on this section.

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: L. P. Shaw
C. H. Maison
W. T. Wright
L. H. Young (6)

FORM BPR 7-64 SP°0229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

EMFC-16(1)

6568

Salem, Oregon
March 18, 1965

To: Mr. Lloyd P. Shaw
Ass't. State Hwy. Engr.
BUILDING

SUBJECT: Right of Way Status
E.R. Projects
March 30 Bid Opening

Referring to your letter of March 17, 1965 with copy of Mr. Wright's letter to L. H. Young regarding the above subject, the following information is provided for three projects. Under existing plan no additional right of way is required for Marks Cr. and Wood River Bridges.

Shitike Creek Bridge will require permit of entry for channel change and detour. The Warm Springs Agency has been approached by Division 4 right of way people. The agency people desire a change in the bridge location and a long channel for which there appears to be no money. Meetings were underway to see what could be done for other funds. When the agency people were convinced that other funds were not available, no difficulty was promised in obtaining the required permit.

Division 4 has been expecting word this week.

F. D. Morgan
Construction Engineer

By

J. E. Morelock
Chief Locating Engineer

JEM:ra

cc: Walter Wright
L. H. Young

FORM L-10X--50M--7-64 SP*6230.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....

.....

SUBJECT:

To:

I was handed on Friday a list of projects for response [illegible] bid opening. I have been able to check the files of my status on only one of these projects. [illegible] and [illegible] will require no new right of way clearance to Division "Engineer [illegible] Roberts.

We have previously transmitted the status of [illegible] Creek Tunnel by letter on February 17 and a duplication on February 25. I have checked all my sources of information and can find no one who can tell me the exact right of way status on the following projects:

[illegible] Creek Intake
[illegible] Bridge
[illegible] Creek [illegible]

There seems to be a possibility that channel changes or culverts for construction of these said projects might require additional right of way, but I am unable to confirm that.

We have had no request for right of way activity on any of these projects, and have done nothing which would change the original right of way status. We therefore enjoy the same rights in the right of way as existed prior to the flood disaster.

C. H. [illegible]
Chief Counsel

By

[illegible]
LOYD P. SHAW

Walter J. Wright
Right of Way Engineer

WJW:hlm
cc: [illegible]
Lloyd Shaw
S. V. Cable

S-47(8) Shady Cove Br. Sec., Crater Lake Hwy. (Grad. & Pav.) 1965

#6569

STATE COPY

Monthly transaction number 5-108	FORM PR-2A (8-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 9 6569	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 5-10-66	County Jackson
		Project number ER-103(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 3, 19 65, is hereby modified as follows:

Revised estimated total cost of project $ 473,605

Revised Federal funds $ 300,300.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10th day of May, 19 66.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By [signature]
L. R. Backlund, Administrative Manager

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. ER-103(9)

SHADY COVE BRIDGE OF THE

CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and revised estimate of Structural Excavation Below Elevation Shown.)

Salem, Oregon, April 26, 1966

Type Code X081
Shady Cove Bridge (#684 B)(Sta. 1297+90.54 to Sta. 1301+49.68)(Contract No. 6542)

Remove Old Bridge	All Required			$ 20,000.00
Shoring, Cribbing, etc.	All Required			65,000.00
Structural Excavation	1,300 cu.yd.	$	10.00	13,000.00
Structural Excavation Below Elevation Shown	350 cu.yd.		30.00	10,500.00
Class "A" Concrete (1,680 cu.yd.)	All Required			100,000.00
105' to 110' Type 4 Prestressed Beams	27 only		3,500.00	94,500.00
Metal Reinforcement (265,000 lb.)	All Required			40,000.00
Metal Parapet Railing, Single Pipe	360 lin.ft.		5.00	1,800.00
Pedestrian Handrail	360 lin.ft.		15.00	5,400.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	70 lin.ft.		5.00	350.00
6-inch Standard Steel Pipe	25 lin.ft.		15.00	375.00
	Subtotal			$350,925.00
	10% Engr. & Cont.			35,092.00
	Total			$386,017.00

Type Code 6201
Roadway Approaches to Shady Cove Br. (Sta. 1293+50 to 1297+90.54)(Sta. 1301+49.68 to 1309+38.72)(Contract No. 6569)

Clearing and Grubbing	All Required			$ 3,500.00
General Excavation, Unclass.	23,000 cu.yd.	$	1.25	28,750.00
Trench Excavation, Unclass.	55 cu.yd.		3.50	192.50
Watering	120 M-gal.		4.00	480.00
Stone Base	4,000 cu.yd.		5.00	20,000.00
3/4" - 0 Material in Base	550 cu.yd.		5.50	3,025.00
3/4" - 0 Aggregate in Prime Coat	30 cu.yd.		6.00	180.00
RC-250 Asphalt in Prime Coat	5 ton		75.00	375.00
Class "B" Asphaltic Concrete	1,025 ton		13.00	13,325.00
14-inch Culvert Pipe	175 lin.ft.		4.50	787.50
Concrete Inlets, Type "C"	2 only		225.00	450.00
Concrete Curbs	11 cu.yd.		75.00	825.00
AC Concrete Driveways	75 sq.yd.		2.50	168.75
Extra for AC Concrete Approaches	6 only		35.00	210.00
Extra for AC Concrete Walks	220 sq.yd.		2.00	440.00

Guide Posts, W-1	13 only	$ 7.00	$ 91.00
Guide Posts, Y-1	20 only	8.00	160.00
Guard Rail	910 lin.ft.	4.50	4,095.00
Rail End Pieces	13 only	4.50	58.50
Extra Guard Rail Posts	30 only	12.00	360.00
			$ 77,473.25
Flagging (57½% of Contractor's Cost)	All Required		$ 500.00
Signing	All Required		300.00
			$ 800.00
Utility Work			
Work by Oregon-Washington Telephone Co.	All Required		$ 1,353.05
			$ 1,353.05
	Subtotal		$ 79,626.30
	10% Engr. & Cont.		7,961.70
	Total		$ 87,588.00

Length of Structure - - - - - - - - 0.068 Mile
Length of Roadway - - - - - - - - 0.233 Mile
Total Length 0.301 Mile
Cost of Roadway Per Mile- - - - - $375,914.16

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Structure	$386,017.00	$244,900.00	$141,117.00
Roadway	87,588.00	55,400.00	32,188.00
Total	$473,605.00	$300,300.00	$173,305.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

SHADY COVE BRIDGE SECTION

PROJECT NO. ER-103(9)

Estimated cost of work by Oregon-Washington Telephone Co.

Labor	$1,844.66
Materials	750.46
Salvage	(138.00)
Subtotal	$2,457.12
State Share 3/7	$1,053.05

Additional Work

Labor	$ 300.00
100% State Share	300.00
Total	$1,353.05

RECEIVED

SEP 10 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
10-9-45

PROJECT REPORT NO.
S-47(8)
L542

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-3-65

STATE
Oregon

COUNTY
Jackson

PROJECT NO.
ER-103(9)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Shady Cove Bridge Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-23-65 *	0.301
[illegible]		

* Authorization given under S-47(8)

FUNDS — Pro Rata 63.45%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 465,355.00	$ 294,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. O. Kluber

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer September 3, 1965

Oregon State Highway Department

Federal-Aid
Project No. ER-103(9)

SHADY COVE BRIDGE OF THE

CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 9, 1965

Type Code X061
Shady Cove Bridge (#684 B)(Sta. 1297+90.54 to Sta. 1301+49.68)(Contract No. 6542)

Remove Old Bridge	All Required			$ 20,000.00
Shoring, and Cribbing, etc.	All Required			65,000.00
Structural Excavation	1,300 cu.yd.	10.00		13,000.00
Structural Excavation Below Elevation Shown	100 cu.yd.	30.00		3,000.00
Class "A" Concrete (1,680 cu.yd.)	All Required			100,000.00
105' to 110' Type 4 Prestressed Beams	27 only	3500.00		94,500.00
Metal Reinforcement (265,000 lb.)	All Required			40,000.00
Metal Parapet Railing, Single Pipe	360 l.ft.	5.00		1,800.00
Pedestrian Handrail	360 l.ft.	15.00		5,400.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	70 l.ft.	5.00		350.00
6-inch Standard Steel Pipe	25 l.ft.	15.00		375.00
		Subtotal		$ 343,425.00
		10% Engr. & Cont.		34,342.00
		Total		$ 377,767.00

Type Code 6201
Roadway Approaches to Shady Cove Br. (Sta. 1293+5 to 1297+90.54)(Sta. 1301+49.68 to 1309+38.72)(Contract No. 6569)

Clearing and Grubbing	All Required		$ 3,500.00
General Excavation, Unclass.	23,000 cu.yd.	1.25	28,750.00
Trench Excavation, Unclass.	55 cu.yd.	3.50	192.50
Watering	120 M-gal.	4.00	480.00
Stone Base	4,000 cu.yd.	5.00	20,000.00
3/4" - 0 Material in Base	550 cu.yd.	5.50	3,025.00
3/4" - 0 Aggregate in Prime Coat	30 cu.yd.	6.00	180.00
MC-250 Asphalt in Prime Coat	5 ton	75.00	375.00
Class "B" Asphaltic Concrete	1,025 ton	13.00	13,325.00
12-inch Culvert Pipe	175 l.ft.	4.50	787.50
Concrete Inlets, Type "C"	2 only	225.00	450.00
Concrete Curbs	11 cu.yd.	75.00	825.00
AC Concrete Driveways	75 sq.yd.	2.50	168.75
Extra for AC Concrete Approaches	6 only	35.00	210.00
Extra for AC Concrete Walk	220 sq.yd.	2.00	440.00
Guide Posts, W-1	13 only	7.00	91.00
Guide Posts, Y-1	20 only	8.00	160.00
Guard Rail	910 l.ft.	4.50	4,095.00
Rail End Pieces	13 only	4.50	58.50
Extra Guard Rail Posts	30 only	12.00	360.00

		$ 77,473.25
Flagging (57½% of Contractor's Cost	All Required	$ 500.00
Signing	All Required	300.00
		$ 800.00
Utility Work		
Work by Oregon-Washington Telephone Co.	All Required	1,353.05
		$ 1,353.05
	Subtotal	$ 79,626.30
	10% Engr. & Cont.	7,961.70
	Total	$ 87,588.00

Length of Structure - - - - - - - - - - - 0.068 mile
Length of Roadway - - - - - - - - - - - 0.233 mile
Total Length - - - - - - - - - - - 0.301 mile
Cost of Roadway per mile - - - - - - - - $375,914.16

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structure	$377,767.00	$239,000.00	$138,767.00
Roadway	87,588.00	55,400.00	32,188.00
Subtotal	$465,355.00	$294,400.00	$170,955.00
Retained in Authorized Fund Status	$ 500.00*	$ 300.00	$ 200.00
TOTAL	$465,855.00	$294,700.00	$171,155.00

State Funds for Const.: Chap. 17 , Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

* Retained in authorized fund status work by Pacific Power & Light Co.

SHADY COVE BRIDGE SECTION

PROJECT NO. BR-103(9)

Estimated cost of work by Oregon-Washington Telephone Co.	
Labor	$ 1,844.66
Materials	750.46
Salvage	(138.00)
Subtotal	$ 2,457.12
State Share 3/7	$ 1,053.05
Additional Work	
Labor	$ 300.00
100% State Share	300.00
TOTAL	$ 1,353.05

Oregon State Highway Department

Federal-Aid Project No. ~~S-47(6)~~ ER-103(9)

SHADY COVE BRIDGE OF THE

CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March ~~22~~ 23, 1965

Type Code X081
Shady Cove Bridge (#6848)(Sta. 1297+90.54 to Sta. 1301+49.68)(Contract No. 6562)

Remove Old Bridge	All Required		$ 20,000.00
Shoring, and Cribbing, etc.	All Required		65,000.00
Structural Excavation	1,300 cu.yd.	$ 10.00	13,000.00
Structural Excavation Below Elevation Shown	100 cu.yd.	30.00	3,000.00
Class "A" Concrete (1,680 cu.yd.)	All Required		100,000.00
105' to 110' Type 4 Prestressed Beams	27 only	3,500.00	94,500.00
Metal Reinforcement (265,000 lb.)	All Required		40,000.00
Metal Parapet Railing, Single Pipe	360 lin.ft.	5.00	1,800.00
Pedestrian Handrail	360 lin.ft.	15.00	5,400.00
8-inch Metal Unperforated Drain Pipe, Type "A" Casting	70 lin.ft.	5.00	350.00
6-inch Standard Steel Pipe	25 lin.ft.	15.00	375.00
	Subtotal		$343,425.00
	10% Engr. & Cont.		34,342.00
	Total		$377,767.00

Type Code 6201
Roadway Approaches to Shady Cove Br. (Sta. 1293+50 to 1297+90.54)(Sta. 1301+49.68 to 1309+38.72)

Clearing and Grubbing	All Required		$ 500.00
General Excavation, Unclassified	23,000 cu.yd.	$ 1.25	28,750.00
Trench Excavation, Unclassified	55 cu.yd.	4.00	220.00
Watering	120 M-gal.	3.00	360.00
Stone Base	4,000 cu.yd.	4.70	18,800.00
3/4" - 0 Material in Base	550 cu.yd.	5.00	2,750.00
3/4" - 0 Aggregate in Prime Coat	30 cu.yd.	8.00	240.00
MC-250 Asphalt in Prime Coat	5 ton	75.00	375.00
Class "B" Asphaltic Concrete	1,025 ton	12.50	12,812.50
12-inch Culvert Pipe	175 lin.ft.	5.00	875.00
Concrete Inlets, Type "C"	2 only	150.00	300.00
Concrete Curbs	11 cu.yd.	65.00	715.00
AC Concrete Driveways	75 sq.yd.	2.00	150.00
Extra for AC Concrete Approaches	6 only	35.00	210.00
Extra for AC Concrete Walks	220 sq.yd.	1.00	220.00
Guide Posts, W-1	13 only	8.00	104.00
Guide Posts, I-1	20 only	8.50	170.00
Guard Rail	910 lin.ft.	3.00	2,730.00
Rail End Pieces	13 only	9.00	270.00
			$ 70,616.50

Flagging (57½% of Contractor's Cost)	All Required	$ 500.00
Signing	All Required	300.00
		$ 800.00
Utility Work		
Work by Oregon-Washington Telephone Co.	All Required	$ 500.00
Work by Pacific Power and Light		500.00
		$ 1,000.00
	Subtotal	$ 72,416.50
	10% Engr. & Cont.	7,241.50
	Total	$ 79,658.00

Length of Structure - - - - - 0.068 Mile
Length of Roadway - - - - - - 0.233 Mile
Total Length- - - - - - - - - 0.301 Mile
Cost of Roadway Per Mile- - - $341,879.82

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structure	$377,767.00	$239,500.00	$138,267.00
Roadway	79,658.00	50,500.00	29,158.00
	$457,425.00	$290,000.00	$167,425.00

Removed from authorized fund status.

This project qualifies for Emergency Funds and at such time as Emergency Funds become available it will be transferred from Secondary to Emergency Funds.

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. S-47(8)

SHADY COVE BRIDGE OF THE

CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 19, 1965

Type Code X081
Shady Cove Bridge (#6348)(Sta. 1297+90.54 to Sta. 1301+49.68)(Contract No. 6542)

Remove Old Bridge	All	Required		$ 20,000.00
Shoring and Cribbing, etc.	All	Required		65,000.00
Structural Excavation	1,300	cu.yds.	$ 10.00	13,000.00
Structural Excavation Below Elevation Shown	100	cu.yds.	30.00	3,000.00
Class "A" Concrete (1,600 cu.yds.)	All	Required		100,000.00
105' to 110' Type 4 Prestressed Beams	27	only	3,500.00	94,500.00
Metal Reinforcement (265,000 lbs.)	All	Required		40,000.00
Metal Parapet Railing, Single Pipe	360	lin.ft.	5.00	1,000.00
Pedestrian Handrail	360	lin.ft.	15.00	5,400.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	70	lin.ft.	5.00	350.00
6-inch Standard Steel Pipe	25	lin.ft.	15.00	375.00
		Subtotal		$343,425.00
		10% Engr. & Cont.		34,342.00
		Total		$377,767.00

Type Code 6201
Roadway Approaches to Shady Cove Br. (Sta. 1293+50 to 1297+90.54)(Sta. 1301+47.60 to 1309+38.72)

Clearing and Grubbing	All	Required		$ 500.00
General Excavation, Unclass.	23,000	cu.yds.	$ 1.25	28,750.00
Trench Excavation, Unclass	55	cu.yds.	4.00	220.00
Watering	120	M-gals.	3.00	360.00
Stone Base	4,000	cu.yds.	4.70	18,800.00
3/4"-0 Material in Base	550	cu.yds.	5.00	2,750.00
3/4"-0 Aggregate in Prime Coat	30	cu.yds.	8.00	240.00
RC-250 Asphalt in Prime Coat	5	tons	75.00	375.00
Class "B" Asphaltic Concrete	1,025	tons	12.50	12,812.50
12-inch Culvert Pipe	175	lin.ft.	5.00	875.00
Concrete Inlets, Type "G"	2	only	150.00	300.00
Concrete Curbs	11	cu.yds.	65.00	715.00
AC Concrete Driveways	75	Sq.yds.	2.00	150.00

Extra for AC Concrete Approaches	6 only	$ 35.00	$ 210.00
Extra for AC Concrete Walks	220 sq.yds.	1.00	220.00
Guide Posts, W-1	13 only	8.00	104.00
Guide Posts, Y-1	20 only	8.50	170.00
Guard Rail	910 lin.ft.	3.00	2,730.00
Rail End Pieces	13 only	5.00	65.00
Extra Guard Rail Posts	30 only	9.00	270.00
			$70,616.50
Flagging (57½% of contractors cost)	All Required		$ 500.00
Signing	All Required		300.00
			$ 800.00
Utility Work			
Work by Oregon-Washington Telephone Co.	All Required		$ 3,000.00
		Subtotal	$74,416.50
		10% Engr. & Cont.	7,441.50
		Total	$81,858.00

Length of Structure - - - - - - - - - - - 0.068 mile
Length of Roadway - - - - - - - - - - - - 0.233 mile
Total 0.301 mile

Cost of Roadway per Mile - - - - - - - - - - $351,321.88

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Structure	$377,767.00	$239,500.00	$138,267.00
Roadway	81,858.00	51,500.00	30,358.00
	$459,625.00	$291,000.00	$168,625.00

This project qualifes for Emergency Funds and at such time as Emergency funds become available, it will be transferred from secondary to Emergency funds.

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

ER-103(9)
Federal Aid
Project No. ~~S-47(8)~~

SHADY COVE BRIDGE OF THE

CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 8, 1965

Type Code X061
Shady Cove Bridge (#6618)(Sta. 1297+90.5 to Sta. 1301+49.68)(Contract No. 6542)

Remove Old Bridge	All Required		$ 20,000.00
Shoring and Cribbing, etc.	All Required		65,000.00
Structural Excavation	1,300 cu.yds.	$ 10.00	13,000.00
Structural Excavation Below Elevation Shown	100 cu.yds.	30.00	3,000.00
Class "A" Concrete (1,680 cu.yds.)	All Required		100,000.00
105' to 110' Type A Prestressed Beams	27 only	3,500.00	94,500.00
Metal Reinforcement (265,000 lbs.)	All Required		40,000.00
Metal Parapet Railing, Single Pipe	360 lin.ft.	5.00	1,800.00
Pedestrian Handrail	360 lin.ft.	15.00	5,400.00
8-inch Metal Unperforated Drain Pipe, Type "A" Casting	70 lin.ft.	5.00	350.00
6-inch Standard Steel Pipe	25 lin.ft.	15.00	375.00
	Subtotal		$343,425.00
	10% Engr. & Cont.		34,342.00
	Total		$377,767.00

Length of Bridge - - - - - - - 0.068 Miles

Federal Funds - - - - - - -

Oregon State Highway Department

Federal Aid
Project No. S-47(8)

SHADY COVE BRIDGE OF THE

CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 27, 1965

Type Code X081
Shady Cove Bridge (#6348)(Sta. 1297+90.54 to Sta. 1301+49.68)

Remove Old Bridge	All Required		$ 25,000.00
Shoring and Cribbing, etc.	All Required		20,000.00
Structural Excavation	1,300 cu.yds.	$ 20.00	26,000.00
Structural Excavation Below Elevation Shown	100 cu.yds.	20.00	2,000.00
Class "A" Concrete (1,680 cu.yds. @ $80.00)	All Required		134,400.00
105' to 110' Type 4 Prestressed Beams	27 only	2,800.00	75,600.00
Metal Reinforcement (265,000 lbs. @ $0.14)	All Required		37,100.00
Metal Parapet Railing, Single Pipe	360 lin.ft.	6.50	2,340.00
Pedestrian Handrail	360 lin.ft.	14.00	5,040.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	70 lin.ft.	4.00	280.00
6-inch Standard Steel Pipe	25 lin.ft.	15.00	375.00
		Subtotal	$328,135.00
		10% Engr. & Cont.	32,813.00
		Total	$360,948.00

Length of Bridge - - - - - - - - - - - - - - 0.068 mile

Federal Funds -	$229,000.00
State Funds -	131,948.00
	$360,948.00

RETAIN IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
Approach Replacement	$99,052.00	$60,000.00	$39,052.00

This project qualifies for Emergency Funds and at such time as Emergency Funds become available, it will be transferred from Secondary to Emergency Funds.

SHADY COVE BRIDGE

Project No. S-47(8)

Prestressed Beam Quantities

105' - 110' Type IV Prestressed Beams

Overhead			$ 125.00
Class "AA" Concrete	23.15 cu.yds.	$55.00	1,273.25
Metal Reinforcement	1,613 lbs.	0.13	209.69
Prestress Wire	3,059 lbs.	0.40	1,223.60
			$2,831.54
		Use	$2,800.00

Oregon State Highway Department

Federal-Aid
Project No. S-47(8)

SHADY COVE BRIDGE OF THE

CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 25, 1965

Type Code X041
Shady Cove Bridge (#634-B)(Sta. 1297+90.54 to Sta. 1301+49.63)

Remove Old Bridge	All Req.	$	$ 10,000.00
Shoring, Cribbing, etc.	All Req.		20,000.00
Structural Excavation	1,300 cu.yds.	20.00	26,000.00
Structural Excavation Below Elevation Shown	100 cu.yds.	20.00	2,000.00
Class "A" Concrete (1,680 cu.yds. @ $80.00)	All Req.		134,400.00
105' to 110' Type 4 Prestressed Beams	27 only	2,800.00	75,600.00
Metal Reinforcement (265,000 lbs. @ $0.14)	All Req.		37,100.00
Metal Parapet Railing, Single Pipe	360 lin.ft.	6.50	2,340.00
Pedestrian Handrail	360 lin.ft.	14.00	5,040.00
3-inch Metal Unperforated Drain Pipe, Type "A" Coating	70 lin.ft.	4.00	280.00
6-inch Standard Steel Pipe	25 lin.ft.	15.00	375.00
	Subtotal		$313,135.00
	10% Engr. & Cont.		31,313.00
	Total		$344,448.00

Length of Bridge - - - - - - - - - - - - - - - - - 0.068 mile

Federal Funds -	$218,500.00
State Funds -	125,948.00
	$344,448.00

SUMMARY BY PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
Approach Replacement	$115,552.00	$70,500.00	$45,052.00

This project qualifies for Emergency Funds and as such time as Emergency Funds become available it will be transferred from Secondary to Emergency Funds.

SHADY COVE BRIDGE

Project No. S-47(2)

Prestressed Beam Quantities

105' - 110' Type IV Prestressed Beams

Overhead			$ 125.00
Class "AA" Concrete	23.15 cu.yds.	$55.00	1,273.25
Metal Reinforcement	1,613 lbs.	0.13	209.69
Prestress Wire	3,059 lbs.	0.40	1,223.60
			$2,831.54
Use			$2,800.00

Oregon State Highway Department

Federal Aid
Project No. S-47(8)

SHADY COVE BRIDGE OF THE

CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 18, 1965

Type Code X081
Shady Cove Bridge (#684B) (Sta. 1298+20 to Sta. 1301+79.58)

Remove Old Bridge	All Required		$ 10,000.00
Shoring and Cribbing, etc.	All Required		20,000.00
Structural Excavation	1,200 cu.yds.	$ 20.00	24,000.00
Structural Excavation Below Elevation Shown	100 cu.yds.	20.00	2,000.00
Class "A" Concrete (1,640 cu.yds. @ $80.00)	All Required		131,200.00
80' to 85' Type 4 Prestressed Beams	6 only	1,900.00	11,400.00
105' to 110' Type 4 Prestressed Beams	18 only	2,800.00	50,400.00
Metal Reinforcement (250,000 lbs. @ $0.14)	All Required		35,000.00
Metal Parapet Railing, Single Pipe	330 lin.ft.	6.50	2,145.00
Pedestrian Handrail	330 lin.ft.	14.00	4,620.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	70 lin.ft.	4.00	280.00
6-inch Standard Steel Pipe	25 lin.ft.	15.00	375.00
		Subtotal	$291,420.00
		10% Engr. & Cont.	29,142.00
		Total	$320,562.00

Length of Bridge - - - - - - - - - - - - - - 0.068 mile

Federal Funds -	$203,000.00
State Funds -	117,562.00
	$320,562.00

RETAIN IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
Approach Replacement	$139,438.00	$86,000.00	$53,438.00

This project qualifies for Emergency Funds and at such time as Emergency Funds become available, it will be transferred from Secondary to Emergency Funds.

SHADY COVE BRIDGE

PRESTRESSED BEAM QUANTITIES

80' to 85' Type 4 Prestressed Beams

Overhead			$ 125.00
Class "AA" Concrete	17.06 cu.yds.	$55.00	938.30
Metal Reinforcement	1,353 lbs.	0.13	175.89
Prestress Wire	1,510 lbs.	0.40	604.00
			$1,843.19
		Use	$1,900.00

105' to 110' Type 4 Prestressed Beams

Overhead			$ 125.00
Class "AA" Concrete	23.15 cu.yds.	$55.00	1,273.25
Metal Reinforcement	1,613 lbs.	0.13	209.69
Prestress Wire	3,059 lbs.	0.40	1,223.60
			$2,831.54
		Use	$2,800.00

RECEIVED
NOV 2 - 1965
FOR
S-47(8)
6569

November 2, 1965

Oregon Automobile Insurance Company
501 Equitable Building
Portland 4, Oregon

Gentlemen:

Contract No. 6569 awarded to Hughes and Dodd Company for grading and paving on the Shady Cove Bridge on the Crater Lake Highway in Jackson County was completed on August 4, 1965, and accepted by the Highway Commission on October 29, 1965.

Final payment in the amount of $7,623.66 will be released to the contractor after November 9, 1965. The total contract amount is $72,669.00 including $1,186.80 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Hughes and Dodd Company
P.O. Box 246
Medford, Oregon

Victor S. Risley Company
Board of Trade Building
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 1 - 1965
FOR FILING

S-47(8)
6561

October 29, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed August 4, 1965, on Contract No. 6561. The contract was with Hughes & Dodd Company and was for grading and paving on the Shady Cove Bridge Section of the Crater Lake Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend you accept the project on this date.

This will be presented to you for confirmation at the Commission meeting on November 4.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
B. H. Mahon
L. R. Chandler

bg

RECEIVED
OCT 25 1965
FOR FILING

S-47(X)

6:69

September 23, 1965

Hughes and Dodd Company
P. O. Box 346
Medford, Oregon

#3

Gentlemen:

The State Highway Commission at its meeting today considered your request for an extension of the specified completion date from June 1 to August 15, 1965, to complete Contract No. 6569 for grading and paving on the Shady Cove Bridge Section of the Crater Lake Highway in Jackson County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to July 31, 1965, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc
L. R. Chandler
W. D. Merrill
Frank Morgan
L. H. Young
C. H. Maison
Bureau of Public Roads

FORM S-123

COMMISSIONERS
GLENN C. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

August 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Shady Cove Bridge Section
Crater Lake Highway
Project No. S-47(8)

Dear Sir:

We have received from Hughes and Dodd Company, contractor on the subject project, a request for an extension of the specified completion date from June 1, 1965 to August 15, 1965.

The contractor's request is based on delays caused by the inability of the contractor to enter on property under condemnation and noncompletion of work being done under a separate contract which interfered with the contractor's grading operations.

Our Right of Way Division secured a Permit of Entry from the owner of property under condemnation on March 11, 1965. This Permit had an expiration date of April 30, 1965. The contract was awarded on April 8 and the contractor started work April 12. The above-mentioned property owner placed a "No Trespassing" sign on the property on April 13. After further negotiations between the property owner's attorney and our Right of Way Section, the contractor resumed work on April 20, 1965. This delay was caused by the property owner not understanding the full intent of the Permit of Entry. This delay justifies an extension of 7 calendar days.

Some pertinent dates concerning the contract are listed below:

Contract Awarded	April 8, 1965	
Work Started	April 12, 1965	
Work Stopped by Property Owner	April 13, 1965	7 calendar days
Work Resumed	April 20, 1965	
Anticipated Bridge-end Completion	May 15, 1965	16 calendar days
Specified Completion Date	June 1, 1965	28 calendar days
Bridge-ends Completed	June 28, 1965	
Project Completed	August 4, 1965	37 calendar days

The Special Provisions for this contract note that the anticipated Bridge-end completion date was 16 days prior to the specified completion date for the subject contract. However, the Bridge-ends were not completed until June 28, 1965. Using the same 16 calendar days extended from this date, plus the 7 calendar days delay caused by the right-of-way problem, would justify a new completion date of July 21, 1965.

It is our recommendation that the completion date for this project be extended to July 21, 1965. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young
Mr. Ivan Merchant
Mr. C. H. Maison
Mr. L. R. Chandler

FORM [illegible] 83M 8-65 SP°6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 10, 1965

SUBJECT: Extension of Time
Shady Cove Bridge Section
Crater Lake Highway
Contract No. 6569

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached is a request from Hughes and Dodd Company on the subject contract for an extension of the specified completion date from June 1, 1965 to August 15, 1965, without the assessment of liquidated damages. The contractor's request is based on delays caused by the inability of the contractor to enter on property under condemnation and non-completion of work being done under a separate contract which interfered with the contractor's grading operations.

Our Right of Way Division secured a Permit of Entry from a property under condemnation on March 11, 1965. This Permit had an expiration date of April 30, 1965. The contract was awarded on April 8 and the contractor started work April 12. The above-mentioned property owner placed a "No Trespassing" sign on the property on April 13. After further negotiations between the property owner's attorney and our Right of Way Section, the contractor resumed work on April 20, 1965. This delay was caused by the property owner not understanding the full intent of the Permit of Entry. This delay justifies an extension of 7 calendar days.

Some pertinent dates concerning the contract are listed below:

Contract Awarded	April 8, 1965	
Work Started	April 12, 1965	
Work Stopped by Property Owner	April 13, 1965	
		7 calendar days
Work Resumed	April 20, 1965	
Anticipated Bridge-end Completion	May 15, 1965	
		16 calendar days
Specified Completion Date	June 1, 1965	
		28 calendar days
Bridge-ends Completed	June 28, 1965	
		37 calendar days
Project Completed	August 4, 1965	

NOT. F. B. KLA[illegible]

The Special Provisions for this contract note that the anticipated Bridge-end completion date was 16 days prior to the specified completion date for the subject contract. However, the Bridge-ends were not completed until June 28, 1965. Using the same 16 calendar days extended from this date, plus the 7 calendar days delay caused by the right of way problem, would justify a new completion date of July 21, 1965.

This overrun in time on this contract amounts to 64 calendar days which is $4,800.00, based on the penalty rate of $75.00 per day.

We recommend that the specified completion date be extended to July 21, 1965. This will eliminate all but $1,050.00 in liquidated damages.

This matter has been discussed with the Bureau of Public Roads' Area Engineer, who has agreed that the reasons given above appear to be justifiable cause for extending the time limit. As soon as funds become available under the ER program financing for this project will be transferred from the secondary system.

Rough drafts of lettersto the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:bjm
Attachments

cc: L. H. Young
L. R. Chandler

RECEIVED
AUG 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 8 = 1965
FILING
S-47(8)
6569

September 8, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 3
September 28, 1965

Gentlemen:

Hughes and Dodd Company, contractor for grading and paving on the Shady Cove Bridge section of the Crater Lake Highway in Jackson County requests that the completion date of the contract be extended from June 1, 1965, to August 15, 1965. This is Contract No. 6569. The contractor alleges that he was prevented from entering property under condemnation and was delayed because of noncompletion of adjacent work which interfered with this project.

It has been determined that this contractor was in fact delayed 16 days because of noncompletion of adjacent work and was delayed an additional seven days because of right-of-way difficulties. This will justify a new completion date of July 21, 1965.

I recommend that the completion date be advanced to July 21, 1965, which means that the contractor will be charged $1,050 in liquidated damages. The Bureau of Public Roads has concurred in this extension.

This matter will be on the agenda for your consideration at the September 28 meeting.

Very truly yours,

Encs.

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:bjm RLPYMS fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6569 Contractor Hughes & Dodd Co.

Highway Crater Lake

Section Shady Cove Bridge

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ **GRANTED.** The reasons for such recommendation are as follows:

Delay caused by right of way misunderstanding concerning a Permit of Entry and non-completion of bridge-ends which prevented the contractor from completing his bridge and embankments.

Recommended for Approval:

John Cummins
Division Engineer

John A. Boyd
for Construction Engineer or Bridge Engineer

M. Kloster
Assistant State Highway Engineer

Contract No. 6569

Project designation S - 47 (8)
State-Federal

Date awarded 4/8/65

Work started 4/12/65

Per cent completed 100% / 8-4-65
Date

No. of Workdays Allowed Spec. Comp. 6/1/65

No. of Workdays Used

Ext. of Spec. Comp. date requested: 7-21-65

No. of Added Workdays

State Printing 37000

E-320 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

/ Date June 21, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from June 1 days to Aug. 15 days, within which to complete our Contract No. 6569, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: We were held up at start of Job from April 12 to April 20th due to right of way clearence.
Since May 28th we have been unable to do any work x as bridge contractor can not give us room to do any work in. We are prepared to go ahead as soon as we can get place to work

Respectfully submitted,

Hughes & Dodd Co.
Contractor

By Homer M Bell
Homer M. Bell, X Sec./ Tres.

CONSENT OF SURETY

Date 6-23-65, 19

We, OREGON AUTOMOBILE INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

BY: Victor S Risley
Attorney-in-fact Victor S. Risley

Countersigned:
VICTOR S. RISLEY CO.
BY: Victor S Risley
Resident Agent

(SEAL)

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SEP 7 - 1965
FOR FILING

Form CD-121 (11-63) Prescribed by A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

S-47(8)

6569

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 1, 1965

In reply refer to: 08-35.DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon S-47(8)
Shady Cover Bridge Section
Crater Lake Highway
Request for extension of time

Based on the reasons set forth in Mr. Klaboe's letter of August 13, 1965, referring to the subject request for extension of time, we hereby concur in your recommendation to extend the specified completion date from June 1, 1965 to July 21, 1965.

This extension is in accordance with Articles 8-7 and 8-8 of your Standard Specifications.

REFERRED TO
By Asst. State Hwy. Engr.

S-Dept letter & Comm.
9-3-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

2

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SEP 1 1965
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-47(8)

6569

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
August 11, 1965

STATE COPY

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 4, 1965, on Contract No. 6569, Shady Cove Bridge Section, in Jackson County, in connection with Federal-Aid Project No. S-47(8).- ER 103(9)

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: September 10, 1965

Conditions noted on above date:

Project inspected 9-10-65 and found to be completed in substantial conformance with plans and specifications.

RECEIVED
SEP 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

REFERRED TO
Young - Morgan
Asst. State Hwy. Engr.
9-14-65

Approved
By: M. E. Martin
Asst. State Hwy. Engr. District Engineer

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Shady Cove Bridge		WEEK ENDING: August 6, 1965
		SECTION PREFIX: 15-1021
HIGHWAY: Crater Lake		COUNTY: Jackson
NAME OF JOB: Shady Cove Bridge	KIND OF WORK: Grading and Paving	
CONTRACTOR: Hughes and Dodd Co.	CONTRACT NUMBER: 6569	FEDERAL AID PROJECT NUMBER: S-47(8)
DATE OF CONTRACT: April 8, 1965	DATE WORK STARTED: April 12, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 2 SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 54	CALENDAR DAYS USED: 118
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 218%
PROJECT AUTHORIZATION: $ 91,432.40	ENGINEERING AUTHORIZATION: $ 6,501.86	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 80,000.00	ENGINEERING COST TO DATE: $ 11,345.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 77,000.00		DATE PROJECT WAS COMPLETED: August 4, 1965
ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 174 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
100%	100%	100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.23	0.23			0.23
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.23	0.23			0.23
TOTAL ESTIMATED QUANTITIES (CONTRACT)	23,000	4,550			1,025
TOTAL QUANTITIES CORRECTED TO DATE	19,675	4,161			1,003
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	19,675	4,161			1,003
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-Paint Truck.

F. B. KLAMM

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

CONSTRUCTION DIVISION
RECEIVED
AUG 6 1965
HIGHWAY ENGINEER
CE ACE ACE COE

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Contractor's crew of two men excavated A. C. which had been dumped around guard rail posts by Sub-Contractor, Denton.
TUESDAY	Filled in and tamped new A. C. around guard rail posts.
WEDNESDAY	Two of Sub-contractors mrew painted guard rail. Project completed today.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

A two man transit party completed setting Right of Way pins and posts.

Precisa levels were run to establish elevation on State Standard disk at Northwest corner of Rogue River Bridge.

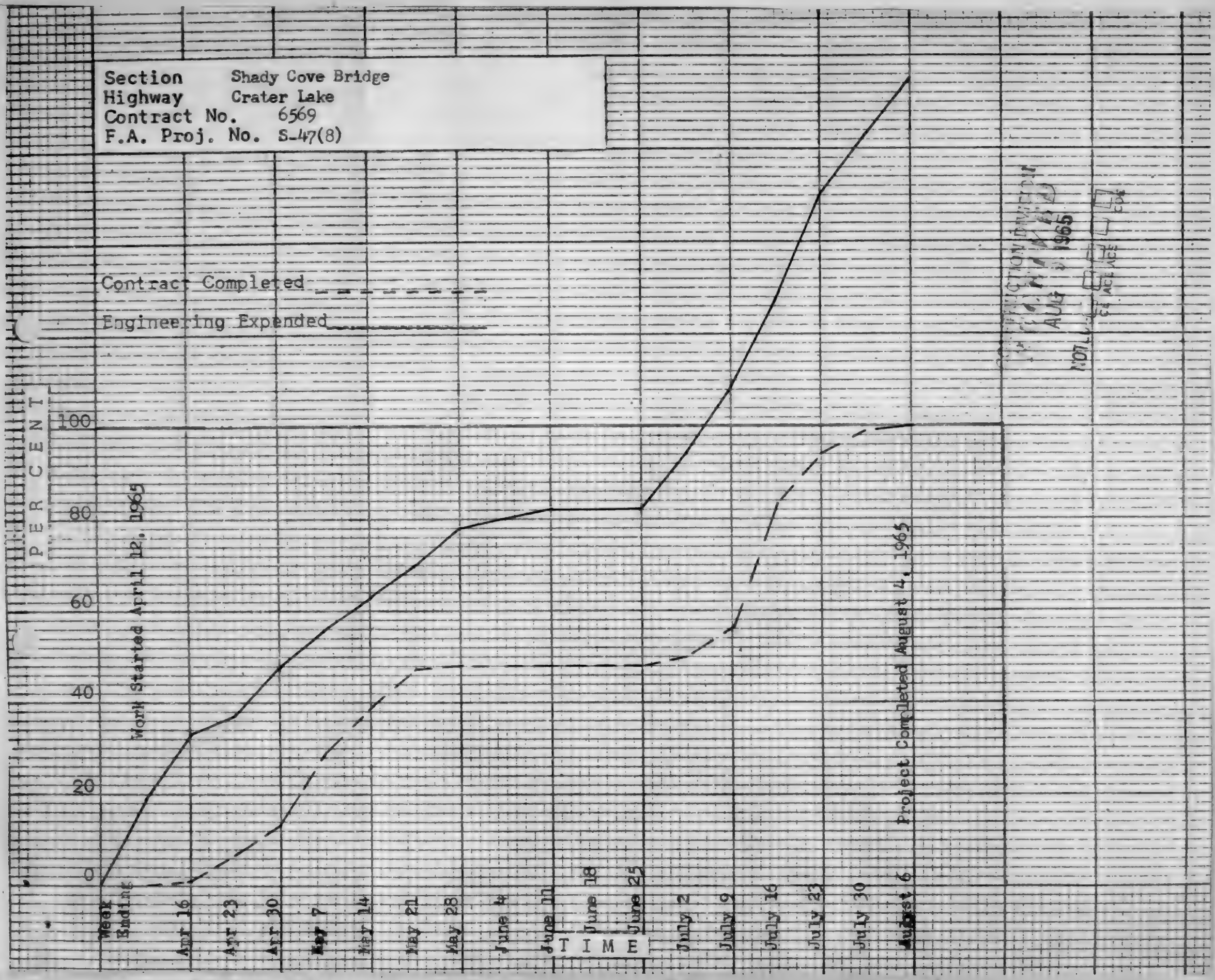
Office force on Semi-Final estimate.

SIGNED JBB Dpeill LOCATION Medford.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

Section Shady Cove Bridge
Highway Crater Lake
Contract No. 6569
F.A. Proj. No. S-47(8)



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MAY 27 1965
FOR FILING
47(1)
6569

Salem, Oregon 97310
May 26, 1965

Shady Cove Bridge Section

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

The matter of the installation of a fence along the top of the cutbank fronting the Sands' property is approved.

Please advise the Right of Way Division of our actions so that they may take this into consideration in the condemnation proceedings.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

FORM E-30 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1965

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Shady Cove Bridge Section
Crater Lake Highway
Contract No. 6569

Attached is a plan and typical cross sections of an area immediately south of the Shady Cove Bridge site.

Because of the close proximity of houses and the steepness and height of the proposed cutbank, we propose to fence the right of way line along the Sands property to minimize the potential danger to children playing in the area. Prior to the necessary clearing in the area at the top of the cutbank, native brush and trees alleviated the problem.

Property being acquired at this location from the Sands is under condemnation proceedings and our local Right of Way Agent indicates that construction of this fence may mitigate some of the damages. The estimated cost of fencing this portion of the right of way is $320.00.

This matter has been discussed with the Bureau of Public Roads Assistant Area Engineer who concurs in the need for the fence and indicated that Bureau of Public Roads' participation would depend on the right of way obligation.

Your approval of this proposed fencing is requested. Please return the maps to the Construction Division.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:fp
Enc.

Approved 5/26/65
J. B. Klaboe
Asst. State Hwy. Engr.

RECEIVED
MAY 2[illegible] 1965
OFFICE OF
STATE HIGHWAY ENGINEER

R/W Line 1

1450

1/4" = 1'-0"

1400

Sub-gr.

R/W Line 1

1500

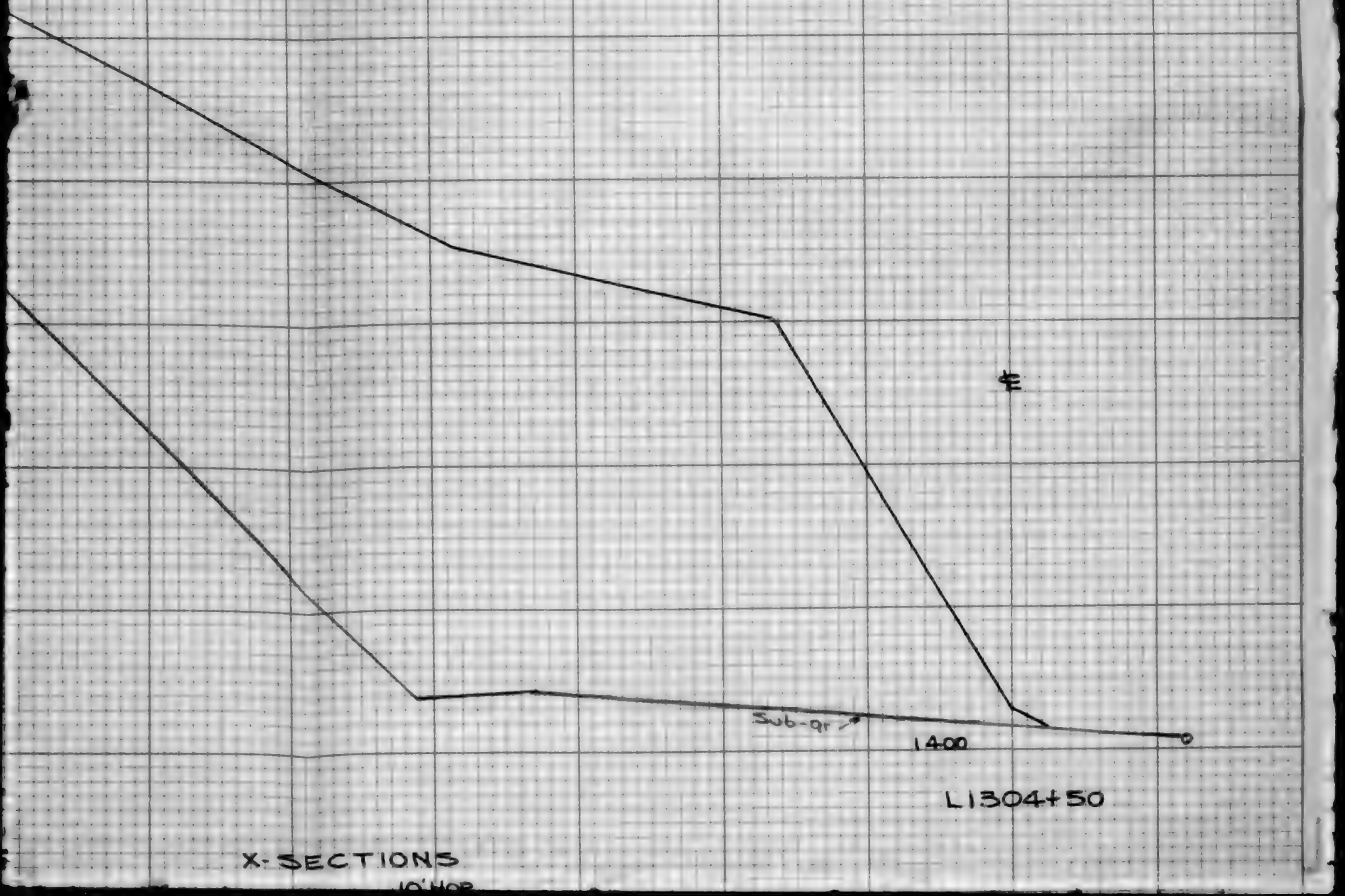
1450

Sub-gr

1400

L1302+75

X-SECTIONS



X-SECTIONS
10' HOR

R/W Line 1

1450

1:1½

R/W L

1500

1400

1450

1451

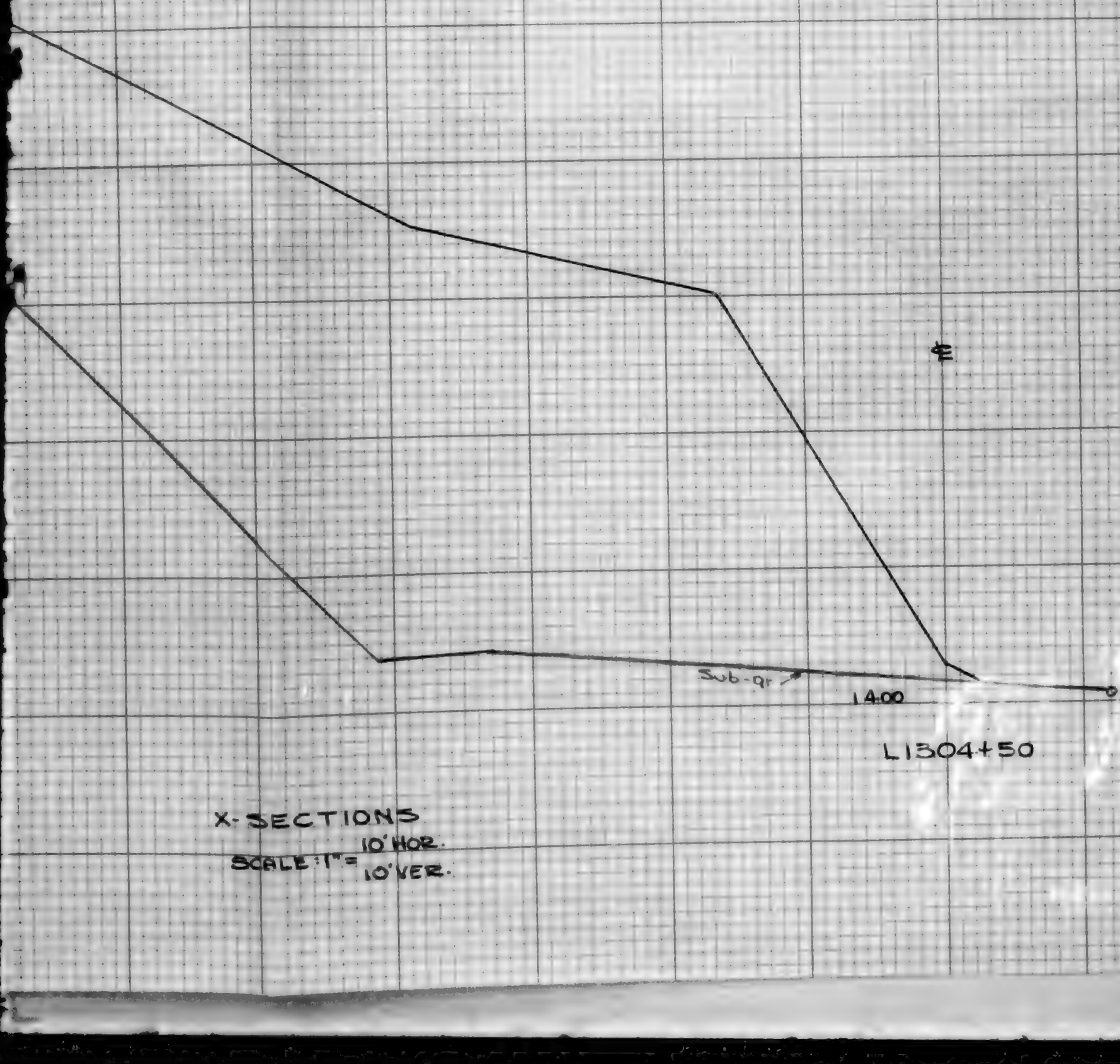
Sub-gr.

L1302+75

1400

X-SECTIONS

SCALE: 1" = 10' HOR.
10' VER.



X-SECTIONS

SCALE: 1" = 10' HOR. / 10' VER.

T. 34 S. R. 1 W, W.M.
Section 15

Footpath

Mildred Sands
R/W File #37572

Ho.

Proposed
Type II Fence
20rds

R/W

Top Cut Slope

Private Road

+75 BEGIN FLNE

+60

70'

+50 x-sec.

+75 x-sec.

+50

150'

1305

Relocated & Crater La

℄ 1303+49.19 P.C.

W, W.M.
S

F.F. & F.A. Fagolde
552 / 438

Co. Road

130'

+50

END FENCE

+00

50'

+50

35'

+20

75'

ater Lake Hwy.

3°30' C.R.

Medf

L 1309+31.39 P.T.

SHADY COVE BRIDGE SECTION
CRATER LAKE HWY. JACKSON COUNTY
FENCING ON MILDRED SANDS PROPERTY
W.B. MERRILL, RES. ENGR. MAY 1965
SCALE: 1" = 50'

F.F. & F.A. Fagalde
552 / 438

Co. Road

120

150

35'

35'

3°30' C.R.

Medford →

℄ 1309+31.39 P.T.

VE BRIDGE SECTION
KE HWY. JACKSON COUNTY
MILDRED SANDS PROPERTY
, RES. ENGR. MAY 1965
SCALE: 1" = 50'

RECEIVED
MAY 17 1965
FOR FILING

6-47

May 14, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 285 covering relocation of Oregon-Washington Telephone Co. lines on the Shady Cove Bridge Section of the Crater Lake Highway in Jackson County, Contract No. 6569 in connection with Federal-Aid Project No. S-47(8).

This work was an anticipated item and is in the project authorization.

The total estimated cost to the State is $1,053.05 with Federal participation $631.83.

This work is being done as a Federal Aid Secondary Project. However, it has been determined that this work may be eligible for Emergency Relief funds.

The work was tentatively recommended for approval, under the ER program if and when funds become available, by the BPR Assistant Area Engineer April 13, 1965. Your approval as of that date under the provisions of PPM 21-6.3 as emergency relief work is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:jb
Enc.

RECEIVED
MAY 5 - 1965

Form CR-121 (1-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FOR FILING

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 3, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project S-47(8)
Shady Cove Bridge Approach Section
Oregon-Wash. Tel. Co. Utility Adjustment

We hereby find the agreement satisfactory on the subject project as evidenced by your Staff Attorney's letter dated April 6, 1965, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated April 9, 1965, and we are approving the plan and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated April 22, 1965. Reimbursement on an agreed lump sum basis of $1,053.05 is approved.

Our memorandum dated March 23, 1965 authorized you to proceed with the preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. You were verbally authorized to proceed with the work effective April 13, 1965 on the basis of evidence of a proposed agreement and estimate informally transmitted, and this memo confirms that authorization.

Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

RECEIVED
MAY 4 1965
OFFICE OF
STATE HIGHWAY ENGINEER

orig to Young
copy to Rohde
Morgan
Litchfield
5-11-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 19 1965
FOR FILING

Form CD-121
(11-63)
(Rev. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 12, 1965

In reply refer to: 08-35.2-EC

6569

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-47(8)
Shady Cove Bridge Approach Section
Grading & Paving

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of April 8, 1965 in the award of contract No. 6569 to Hughes & Dodd Co. of Medford, Oregon, low bidder in the amount of $77,473.25 at the April 6, 1965 bid opening.

Mr. Litchfield's April 6, 1965 letter transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our March 23, 1965 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

REFERRED TO
Young
Date: _____ By: _____
For: _____
_____
Due Date: _____

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

orig to Young 4-19-65

RECEIVED
APR 12 1965

FOR [illegible]

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, [illegible]
[illegible]
DAVID B. SIMPSON, [illegible]
PORTLAND

FLOYD QUIRY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 9, 1965

Hughes and Dodd Company
P. O. Box 246
Medford, Oregon

Gentlemen:

The State Highway Commission on ~~April 6, 1965,~~ awarded to you State Highway Contract No. 6569 for the following project:

Grading and paving the Shady Cove Bridge Section on Crater Lake Highway in Jackson County.

This award was based on your low bid of ~~$77,473.25~~ which was submitted to the Commission on ~~April 6, 1965,~~ for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc **Frank Morgan**
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
MAR 30 1965

For Filing

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1965

SUBJECT:
Right of Way Status
Shady Cove Bridge

To:
Mr. L. H. Young
Office Engineer

SALEM

To supplement our report of March 8, 1965, this will advise you that options or Permits of Entry have been secured to cover the four files previously reported as unclosed.

We know of no reason that the contractor may not enter on date of award and proceed to full use and occupancy of the project right of way.

WALTER T. WRIGHT
Right of Way Engineer

WTW:SH
cc: Lloyd P. Shaw
G. E. Rohde
C. H. Maison

NOTED
LLOYD P. SHAW

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APR 2 1965

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APR 20 1965
FOR FILING

5-47(8)

6-69

March 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Complete P.S. & E. documents for the Shady Cove Bridge approaches have been submitted to your department, and accordingly, we are requesting your authorization to advertise for bids to be received April 6, 1965.

There is hereby incorporated by reference, as a condition of approval of this project by the Bureau of Public Roads for Federal-aid participation, the language specified by Section 60-1.3(b)(1) of the regulations of the President's Committee on Equal Employment Opportunity (as adapted by the Bureau and set forth on pages 12-H through 12-K, of the Labor Compliance Manual, Federal-aid Construction); and such specified language will be set forth in full in the project agreement.

In compliance with IM 40-3-62, specific single materials or products called for in the specifications of the above project have been justified and were approved by your letter dated March 9, 1964, subject: "IM 40-3-62 Product Selection and Bidding Procedures".

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, subject: "Consideration of the over-all interests of the public in Federal-aid highway programs and programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding the project. The project does not affect any of the above-mentioned resources.

We are forwarding the following Status Reports:

1. Right of Way Status Report dated March 8, 1965.
2. Utility Status Report dated March 23, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

S-189(3) Mill Cr. Bridge in Turner 1965

#6570

CIH 2807

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

...GHWAY DEPARTMENT INVOICE

NO. 88707

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-2-366	CC 1031		521-2066-297

Contract 6570
S-189(3)

RECEIVED
AUG 24 1966
ENGINEER
COUNTY & CITY DIVISION

Marion County
Salem, Oregon

Attn Board of County Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Mill Creek (Turner) Bridge, FAS 590. Covered by an agreement dated March 26, 1965.			
County Advance Deposit		9,400.00	
Less Amount previously transferred		6,400.00	
Balance advance deposit			3,000.00
County share construction cost		8,220.69	
Less amount previously transferred		6,400.00	
			1,820.69
To be refunded			1,179.31

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

RECEIVED
JAN 20 1966
FOR FILING

S-189(3)

6411

January 20, 1966

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

Contract No. 6570 awarded to Tom Lilleko Construction Company, for the construction of the Mill Creek (Turner) Bridge Section of the Salem-Turner Road, FAS 590, in Marion County was completed on November 15, 1965, and accepted by the Highway Commission on January 18, 1966.

Final payment in the amount of $1,235.06 will be released to the contractor after January 27, 1966. The total contract amount is $41,168.60 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Tom Lilleko Construction Co.
P. O. Box 45
Reedsport, Oregon

Ward Cook-Rodgers Insurance Co.
534 S. W. Third Avenue
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 19 1966

S-189 (3)
6570

January 18, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed November 15, 1965, on Contract No. 6570. The contract was with Tom Lilleboe Construction Company and was for the construction of the Mill Creek Bridge on the Mill Creek (Turner) Section of the Salem-Turner Road, FAS 590, in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 18, 1966, and that you concur in this procedure at the Commission meeting on January 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

bg fn

RECEIVED
JAN 13 1966
FOR FILING

S-189 (3)

6570

December 16, 1965

Tom Lillebo Construction Company
P. O. Box 45
Reedsport, Oregon

419

Gentlemen:

The State Highway Commission at its meeting on December 14 considered your request for an extension of the specified completion date to November 15, 1965, to complete Contract No. 6570 for the Mill Creek (Turner) Bridge on the Salem-Turner Road (FAS 590) in Marion County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc R. D. Asburry
Don Beecroft
I. D. Merchant
L. H. Young
C. H. Maison

Form E-320—3M—7-55

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date September 21, 1965

Gentlemen:

We, the undersigned, respectfully request an extension of ..... days time, from ....., 19....., to November 30, ..., 19 65, within which to complete our Contract No. 6570, described as follows:

Structure on Mill Creek (Turner) Bridge Section of the Salem-Turner Road (FAS 590) in Marion County.

The above request is based upon the following reasons:

Due to engineering and design changes in the new type aluminum railing specified, the manufacturer is unable to make delivery of this railing before the end of October per the attached letter from our supplier.

Respectfully submitted,

TOM LILLEBO CONSTRUCTION COMPANY

y

ACKNOWLEDGMENT OF ANNEXED INSTRUMENT

STATE OF CALIFORNIA
CITY AND COUNTY OF SAN FRANCISCO } ss.:

On this 23RD day of SEPTEMBER in the year one thousand nine hundred and SIXTY FIVE before me, Tomasa Jimenez, a Notary Public in and for the City and County of San Francisco, State of California, residing therein, duly commissioned and sworn, personally appeared LAWRENCE P. DIXON known to me to be the Attorney In Fact of FEDERAL INSURANCE COMPANY, the Corporation that executed the within instrument, and also known to me to be the person..... who executed the within instrument on behalf of the Corporation therein named and acknowledged to me that such Corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, in the City and County of San Francisco, the day and year in this certificate first above written.

Tomasa Jimenez
Notary Public in and for the City and County of San Francisco, State of California
Tomasa Jimenez

My Commission expires February 26, 1969

TOMASA JIMENEZ
NOTARY PUBLIC CALIFORNIA
CITY AND COUNTY OF
SAN FRANCISCO

SF-668

Form E-320—3M—7-55

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date September 21, 1965

Gentlemen:

We, the undersigned, respectfully request an extension of ..... days time, from ....., 19....., to November 30, 1965, within which to complete our Contract No. 6570, described as follows:

Structure on Mill Creek (Turner) Bridge Section of the Salem-Turner Road (FAS 590) in Marion County.

The above request is based upon the following reasons:

Due to engineering and design changes in the new type aluminum railing specified, the manufacturer is unable to make delivery of this railing before the end of October per the attached letter from our supplier.

Respectfully submitted,

TOM LILLEBO CONSTRUCTION COMPANY
Contractor

By William D. Lillebo, Secretary
William D. Lillebo

CONSENT OF SURETY

Date September 23, 1965

We, FEDERAL INSURANCE COMPANY

....., as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

Lawrence P. Dixon — Attorney-in-fact

(SEAL)

C. M. Burrows — Resident Agent

State Printing 87499

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6570 Contractor Tom Lillebo Construction Co.

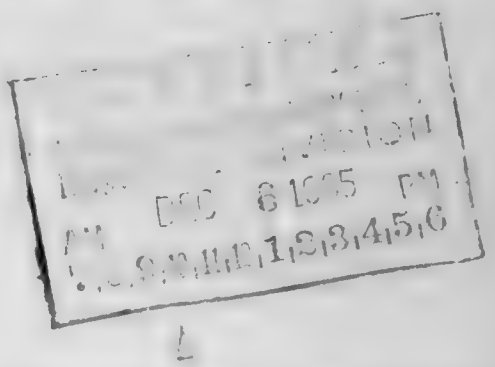
Highway Salem - Turner - FAS 590

Section Mill Creek (Turner) Bridge

Kind of Work Structure

It is recommended that such extension be granted as requested under the following terms and conditions:

Recommend extension be granted until November 15, 1965, on which date the project was completed by the installation of the metal hand rail. The only work making the overrun was the inability of the supplier to supply the material for the hand rail due to the time required for retooling for new design.



Recommended for Approval:

R D Abernethy
Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 6570

Project designation S-189(3)
State—Federal

Date awarded April 12, 1965

Work started April 26, 1965

Per cent completed 100% Nov. 15, 1965
Date

Specified completion date July 15, 1965

Previously extended to Sept. 15, 1965

Extension requested to Nov. 15, 1965

Certified Copy of

POWER OF ATTORNEY

Know all Men by these Presents, That the FEDERAL INSURANCE COMPANY, 90 John Street, New York, New York, a New Jersey Corporation, has constituted and appointed, and does hereby constitute and appoint

Cecil O. West, George McClellan, Lawrence P. Dixon and L. K. Hall of San Francisco, California -

each its true and lawful Attorney-in-Fact to execute under such designation in its name and to affix its corporate seal to and deliver for and on its behalf as surety thereon or otherwise, bonds or obligations given or executed in the course of its business, and any instruments amending or altering the same, and consents to the modification or alteration of any instruments referred to in said bonds or obligations.

In Witness Whereof, the said FEDERAL INSURANCE COMPANY has, pursuant to its By-Laws, caused these presents to be signed by its Vice President and Assistant Secretary and its corporate seal to be hereto affixed this 1st day of May 1965.

FEDERAL INSURANCE COMPANY

By

Frederick C. Gardner

Frederick C. Gardner
Vice President

Davis Quinn
Assistant Secretary

STATE OF NEW YORK }
County of New York } ss:

On this 1st day of May 1965, before me personally came Davis Quinn, to me known and by me known to be Assistant Secretary of the FEDERAL INSURANCE COMPANY, the corporation described in and which executed the foregoing Power of Attorney and the said Davis Quinn being by me duly sworn, did depose and say that he resides in the City of New York, in the State of New York; that he is Assistant Secretary of the FEDERAL INSURANCE COMPANY and knows the corporate seal thereof; that the seal affixed to the foregoing Power of Attorney is such corporate seal and was thereto affixed by authority of the By-Laws of said Company and that he signed said Power of Attorney as Assistant Secretary of said Company by like authority; that he is acquainted with Frederick C. Gardner and knows him to be Vice President of said Company, and that the signature of said Frederick C. Gardner subscribed to said Power of Attorney is in the genuine handwriting of said Frederick C. Gardner and was thereto subscribed by authority of said By-Laws and in deponent's presence.

Acknowledged and Sworn to before me on the date above written.

Marion J. McGrath

Notary Public

MARION J. McGRATH
NOTARY PUBLIC, State of New York
No. 24-7837850
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1966

Form 12159F (Ed. 1-64)

H5516 (2M)

CITY AND COUNTY OF NEW YORK: ss

I, the undersigned, Assistant Secretary of the FEDERAL INSURANCE COMPANY, do hereby certify that the following is a true excerpt from the By-Laws of the said Company as adopted by its Board of Directors on March 11, 1958 and amended January 2, 1964 and that this By-Law is in full force and effect.

"ARTICLE XIX.

Section 2. All bonds, undertakings, contracts, powers of attorney, and other instruments other than as above, for and on behalf of the Company which it is authorized by law or its charter to execute, may and shall be executed in the name and on behalf of the Company either by the Chairman or the Vice-Chairman or the President or a Vice-President, jointly with the Secretary or an Assistant Secretary, under their respective designations, except that any one or more officers or attorneys-in-fact designated in any resolution of the Board of Directors or the Executive Committee, or in any power of attorney executed as provided for in this section, may execute any such bond, undertaking or other obligation as provided in such resolution or power of attorney."

I further certify that I have compared the foregoing copy of the POWER OF ATTORNEY with the original thereof and the same is a correct and true copy of the whole of said original Power of Attorney and that said Power of Attorney has not been revoked.

And I further certify that said FEDERAL INSURANCE COMPANY is duly licensed to transact fidelity and surety business in each of the States of the United States of America, Puerto Rico, and each of the Provinces of the Dominion of Canada with the exception of Prince Edward Island; and is also duly licensed to become sole surety on bonds, undertakings, etc., permitted or required by the laws of the United States.

Given under my hand and seal of said Company at New York, N. Y., this 23RD day of SEPTEMBER, 19 65

Assistant Secretary

RECEIVED
DEC 16 1965
FOR FILING

S-1-(11)
6570

December 15, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 10, 1965, on Contract No. 6570, Mill Creek (Turner) Bridge Section, in Marion County, in connection with Federal Aid Project No. S-139(3).

Very truly yours,

Forrest Cooper
State Highway Engineer

by

L. H. Young
Office Engineer

VG:bb
cc: Mr. H. S. Cox

RECEIVED
DEC 10 1965
FOR FILING

6-1x7(a)
6570

December 9, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 19
December 14, 1965 Meeting

Gentlemen:

On August 23, 1965, a time extension was granted Tom Lillebo Construction Company advancing the specified completion date of July 15, 1965, to September 15, 1965, without assessment of liquidated damages. This extension was on Contract No. 6570, Hill Creek (Turner) Bridge Section of the Salem-Turner Highway (FAS 990) in Marion County.

The original request and date of September 15, 1965, were based on the suppliers' estimated date of mid-August for delivery of a new type parapet rail adopted by the Department in April of this year. The new type rail was adopted by the Department to comply with revised AASHO design specifications.

The suppliers encountered difficulties in perfecting forms and a casting technique for the new rail and were not able to deliver the required material until November 15, 1965, on which date it was installed on the structure. This completes work on the contract.

The contractor has been delayed in completing the work by enumerating circumstances beyond his control and I recommend that the requested extension to November 15, 1965, be granted without assessment of liquidated damages.

This matter will be on the agenda for the December 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
I. D. Merchant
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

CAG:jf bg

Form B-320—3M—7-55

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date September 21, 1965

Gentlemen:

We, the undersigned, respectfully request an extension of ..... days time, from .....,
19....., to November 30, ..., 19 65, within which to complete our Contract No. 6570,
described as follows:

Structure on Mill Creek (Turner) Bridge Section of the Salem-Turner Road (FAS) 590) in Marion County.

The above request is based upon the following reasons:

Due to engineering and design changes in the new type aluminum railing specified, the manufacturer is unable to make delivery of this railing before the end of October per the attached letter from our supplier.

Respectfully submitted,

TOM LILLEBO CONSTRUCTION COMPANY
Contractor

By William P. Lillebo Secretary

ACKNOWLEDGMENT OF ANNEXED INSTRUMENT

STATE OF CALIFORNIA
CITY AND COUNTY OF SAN FRANCISCO } ss.:

On this 23RD day of SEPTEMBER in the year one thousand nine hundred and SIXTY FIVE before me, Tomasa Jimenez, a Notary Public in and for the City and County of San Francisco, State of California, residing therein, duly commissioned and sworn, personally appeared LAWRENCE P. DIXON known to me to be the Attorney In Fact of FEDERAL INSURANCE COMPANY, the Corporation that executed the within instrument, and also known to me to be the person..... who executed the within instrument on behalf of the Corporation therein named and acknowledged to me that such Corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, in the City and County of San Francisco, the day and year in this certificate first above written.

Tomasa Jimenez
Notary Public in and for the City and County of San Francisco, State of California

Tomasa Jimenez

My Commission expires February 26, 1969

TOMASA JIMENEZ
NOTARY PUBLIC CALIFORNIA
CITY AND COUNTY OF
SAN FRANCISCO

AF-668

Form 10-330—3M—7-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date September 21, 1965

Gentlemen:

We, the undersigned, respectfully request an extension of ..... days time, from ....., 19....., to November 30, 19 65, within which to complete our Contract No. 6570, described as follows:

Structure on Mill Creek (Turner) Bridge Section of the Salem-Turner Road (FAS) 590) in Marion County.

The above request is based upon the following reasons:

Due to engineering and design changes in the new type aluminum railing specified, the manufacturer is unable to make delivery of this railing before the end of October per the attached letter from our supplier.

Respectfully submitted,

TOM LILLEBO CONSTRUCTION COMPANY
Contractor

By William D. Lillebo, Secretary
William D. Lillebo

CONSENT OF SURETY

Date September 23, 1965

We, FEDERAL INSURANCE COMPANY

....., as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

Lawrence P. Dixon — Attorney-in-fact

(SEAL)

C. M. Burrows — Resident Agent

State Printing 87499

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6570 Contractor Tom Lillebo Construction Co.

Highway Salem - Turner - FAS 590

Section Mill Creek (Turner) Bridge

Kind of Work Structure

It is recommended that such extension be granted as requested under the following terms and conditions:

Recommend extension be granted until November 15, 1965, on which date the project was completed by the installation of the metal hand rail. The only work making the overrun was the inability of the supplier to supply the material for the hand rail due to the time required for retooling for new design.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
DEC 6 1965
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

Recommended for Approval:

R D Cherry
Division Engineer

Irwin H Macleane
Construction Engineer or Bridge Engineer

M Tucker
State Highway Engineer

Contract No. 6570

Project designation S-189(3)
State—Federal

Date awarded April 12, 1965

Work started April 26, 1965

Per cent completed 100% Nov. 15, 1965
Date

Specified completion date July 15, 1965

Previously extended to Sept. 15, 1965

Extension requested to Nov. 15, 1965

Certified Copy of

POWER OF ATTORNEY

Know all Men by these Presents, That the FEDERAL INSURANCE COMPANY, 90 John Street, New York, New York, a New Jersey Corporation, has constituted and appointed, and does hereby constitute and appoint

Cecil O. West, George McClellan, Lawrence P. Dixon and L. K. Hail of San Francisco, California -

each its true and lawful Attorney-in-Fact to execute under such designation in its name and to affix its corporate seal to and deliver for and on its behalf as surety thereon or otherwise, bonds or obligations given or executed in the course of its business, and any instruments amending or altering the same, and consents to the modification or alteration of any instruments referred to in said bonds or obligations.

In Witness Whereof, the said FEDERAL INSURANCE COMPANY has, pursuant to its By-Laws, caused these presents to be signed by its Vice President and Assistant Secretary and its corporate seal to be hereto affixed this 1st day of May 1965.

FEDERAL INSURANCE COMPANY
By

Frederick C. Gardner
Vice President

Davis Quinn
Assistant Secretary

STATE OF NEW YORK }
County of New York } ss:

On this 1st day of May 1965, before me personally came Davis Quinn, to me known and by me known to be Assistant Secretary of the FEDERAL INSURANCE COMPANY, the corporation described in and which executed the foregoing Power of Attorney and the said Davis Quinn being by me duly sworn, did depose and say that he resides in the City of New York, in the State of New York; that he is Assistant Secretary of the FEDERAL INSURANCE COMPANY and knows the corporate seal thereof; that the seal affixed to the foregoing Power of Attorney is such corporate seal and was thereto affixed by authority of the By-Laws of said Company and that he signed said Power of Attorney as Assistant Secretary of said Company by like authority; that he is acquainted with Frederick C. Gardner and knows him to be Vice President of said Company, and that the signature of said Frederick C. Gardner subscribed to said Power of Attorney is in the genuine handwriting of said Frederick C. Gardner and was thereto subscribed by authority of said By-Laws and in deponent's presence.

Acknowledged and Sworn to before me on the date above written.

Notary Public

MARION J. McGRATH
NOTARY PUBLIC, State of New York
No. 24-7837850
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1966

STATE HIGHWAY DEPT.
BRIDGE DIVISION
DEC 6 1965 PM
AM 7,8,9,10,11,12,1,2,3,4,5,6

CITY AND COUNTY OF NEW YORK: ss

I, the undersigned, Assistant Secretary of the FEDERAL INSURANCE COMPANY, do hereby certify that the following is a true excerpt from the By-Laws of the said Company as adopted by its Board of Directors on March 11, 1958 and amended January 2, 1964 and that this By-Law is in full force and effect.

"ARTICLE XIX.

Section 2. All bonds, undertakings, contracts, powers of attorney, and other instruments other than as above, for and on behalf of the Company which it is authorized by law or its charter to execute, may and shall be executed in the name and on behalf of the Company either by the Chairman or the Vice-Chairman or the President or a Vice-President, jointly with the Secretary or an Assistant Secretary, under their respective designations, except that any one or more officers or attorneys-in-fact designated in any resolution of the Board of Directors or the Executive Committee, or in any power of attorney executed as provided for in this section, may execute any such bond, undertaking or other obligation as provided in such resolution or power of attorney."

I further certify that I have compared the foregoing copy of the POWER OF ATTORNEY with the original thereof and the same is a correct and true copy of the whole of said original Power of Attorney and that said Power of Attorney has not been revoked.

And I further certify that said FEDERAL INSURANCE COMPANY is duly licensed to transact fidelity and surety business in each of the States of the United States of America, Puerto Rico, and each of the Provinces of the Dominion of Canada with the exception of Prince Edward Island; and is also duly licensed to become sole surety on bonds, undertakings, etc., permitted or required by the laws of the United States.

Given under my hand and seal of said Company at New York, N. Y., this 23RD day of SEPTEMBER, 19 65

Assistant Secretary

RECEIVED
SEP 20 1965
FOR FILING

S-189 (3)

6570

August 23, 1965

Tom Lilleba Construction Company
P. O. Box 45
Reedsport, Oregon

39

Gentlemen:

The State Highway Commission at its meeting on August 23, 1965, considered your request for an extension of the specified completion date from July 15, 1965, to September 15, 1965, to complete Contract No. 6570 for the Mill Creek (Turner) Bridge on Salem-Turner Road (FAS 590) in Marion County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lm

cc R. D. Asbury
Don Becroft
L. H. Young
I. D. Merchant
C. H. Maleen

RECEIVED
AUG 9 - 1965
FOR FILING

4
189(3)
6570

August 6, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 5
August 23, 1965 Meeting

Gentlemen:

Tom Lillebo Construction Company, contractor on the Mill Creek (Turner) Bridge on FAS Route 590 in Marion County (Contract No. 6570), has requested that the specified completion date of July 15, 1965, for the contract be advanced to September 15, 1965, without assessment of liquidated damages. The contractor's request is based on the fact that a new type aluminum parapet rail called for on the plans is not in stock in suppliers' yards and will not be available from parent aluminum companies until sometime near the middle of August 1965.

The contractor's contention is correct. In April of this year, we adopted and started using a new aluminum parapet rail design to meet AASHO revised design specifications. Foundries casting the new type rail posts have not yet been able to furnish the new material; as a result, some of our work requiring the new rail is being delayed beyond specified completion dates.

This is considered an extenuating circumstance beyond the contractor's control and I recommend that the requested extension be granted without assessment of liquidated damages. This would establish a new completion date of September 15, 1965.

The contractor has completed all work on the structure, except the installation of the parapet rail, which permitted opening the structure to traffic on July 2, 1965, well in advance of the specified completion date.

This matter will be on the agenda for your consideration at the August 23 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
Victor D. Wolfe
Ivan D. Merchant
C. H. Maison
R. D. Asburry

IDM:CAG:ge bg

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 29, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the ~~number of workdays~~ amount of time from 7-15-65 ~~days~~ to 9-15-65 days, within which to complete our Contract No. 6570, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: due to a complete change in Aluminum Hand Rail design for this contract, we are unable to get approval from the state until Sept. 1,1965 therefore cannot possibly obtain rail for erection until after Sept. 1,1965.

Respectfully submitted,

TOM LILLEBO CONST. CO.
Contractor

By .....

CONSENT OF SURETY

Date June 29, 1965

We, FEDERAL INSURANCE COMPANY of FLEMINGTON, NEW JERSEY, as surety on the bond guaranteeing the completion of the contract above-named and listed [illegible] join in and consent to said request for an increase in the number of workdays, and [illegible] remain fully bound as surety in all respects as if the number of workdays rema[illegible] in the original agreement.

FEDERAL INSURANCE CO.

By C M Burnett

WARD COOK-RODG[illegible] INS. CO. INC.

By C M Burnett
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6570 Contractor Tom Lillebo

Highway Salem-Turner,

Section Marion County FAS 590 — Mill Creek (Turner) Bridge

Kind of Work structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Due to time required for manufacturer to retool for altered design, the supplier was unable to finish metal parapet railing in time to complete contract on time.

Recommended for Approval:

.....
Division Engineer

Ivan V Marchant
.....
~~Construction Engineer~~ or
Bridge Engineer

C M Edwards
Asst.
.....
State Highway Engineer

Contract No. 6570

Project designation S-189(3)

Date awarded April 12, 1965 State-Federal

Work started April 26, 1965

Per cent completed July 15, 1965, 84%

~~Spec. Comp. Date~~ Date July 15, 1965

No. of Workdays Allowed

~~Extn. Requested to~~ Sept. 15, 1965

No. of Workdays Used

No. of Added Workdays Requested

RECEIVED
MAY 12 1965
FOR FILING

COMMISSIONERS
CHAIRMAN JACK L. ENGLEMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

5-189(3)
6570

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. MOHDE
CHIEF COUNSEL

May 12, 1965

Tom Dillebo Construction Company
P. O. Box 45
Reedsport, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6570, awarded April 12, 1965, for structure on the Mill Creek (Turner) Bridge Section of the Salem-Turner Road (FAS 590) in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Enclosure

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
5-120	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 12 4		COUNTY Marion
		PROJECT NO. S-189(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 0.6 Mi. S. of N. city limits - Turner

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-22-65	0.028
*OTHER *(Specify)*		

FUNDS Pro Rata: 63.45%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 45,856.00	$ 29,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Klabo

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer MAY 7 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8908-P64

Oregon State Highway Department

Federal Aid
Project No. S-189(3)

MILL CREEK (TURNER) BRIDGE ON THE

COUNTY ROAD FAS 590 IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 20, 1965

Type Code X080
Mill Creek Bridge (Sta. 20+03.35 to Sta. 21+52.65)

Remove Old Bridge	All Required		$ 1,900.00
Furnish 10 BP 42 Steel Piling	900 lin.ft.	$ 4.00	3,600.00
Drive Steel Piles	36 only	90.00	3,240.00
Splice Steel Piles	10 only	40.00	400.00
Class "A" Concrete (122 cu.yd.)	All Required		8,000.00
3'x25' to 30' Prestressed Slabs	15 only	345.00	5,175.00
4'x25' to 30' Prestressed Slabs	35 only	425.00	14,875.00
Metal Reinforcement (15,300 lbs.)	All Required		1,800.00
Metal Parapet Railing, Two Pipe	295 lin.ft.	10.50	3,097.50
		Subtotal	$41,687.50
		10% Engr. & Cont.	4,168.50
		Total	$45,856.00

Length of Project - - - - - - - - - - - - 0.028 miles

Federal Funds -	$29,000.00
State Funds -	8,428.00
County Funds -	8,428.00
	$45,856.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

RECEIVED
MAY 4 - 1965

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6570

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 3, 1965

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Mill Creek (Turner) Bridge
Contract No. 6570
Federal Aid Project No.
S-189(3)

Work was started on the above project on April 26, 1965.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

By
ORIGINAL SIGNED BY
Alfred A. Rear
A.A. Rear
Ass't. Bridge Engineer

CAR:jm

cc: L.H. Young
C.H. Matson
P.A. Query

TED
FLOYD QUERY

Fas 590

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 84356

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-13-65	CC 992		521-1066-297

- Marion County
- Courthouse
- Salem, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Attn Board of County Commissioners

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			9,400.00
Partial transfer of advance deposit for the Mill Creek (Turner) Bridge FAS 590. Agreement dated 3-2-65.			6,400.00
To be retained			3,000.00

NOTED
DON HARWELL

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

NOTED
DOM H[illegible]

April 6, 1965

NOTED
H. S. COX

Marion County Board of Commissioners
Courthouse
Salem, Oregon

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

Gentlemen:

On April 6, a satisfactory bid was received from Tom Lillebo of Reedsport for constructing the Mill Creek (Turner) Bridge Section of FAS 590. As per the agreement between the state and county, the following advance deposit is required from the county prior to awarding of a contract:

Bid Items	$41,687.50
12-1/2% Engineering & Contingencies . .	5,210.94
Estimated Total Cost	$46,898.44
County Advance Deposit:	
20% of $46,898.44 = $9,379.78 or say	$ 9,400.00

Please make this advance deposit in the amount of $9,400.00 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb

cc: John Andersen, County Engineer

NOTED
V. R. JONES

Form A-129

OREGON STATE HIGHWAY DEPARTMENT

fas 590 Marion Co

Project Authorization and Record of Work Orders

Section	Mill Creek (Turner) Bridge - Bridge No. 5533A	**Contract No.**	6570 (BR)
Highway	Salem - Turner Road - FAS 590	**F. A. Project No.**	S-189(3)
County	Marion	**Job Prefix**	524-1066
Kind of Work	Structure	**Date of Award**	April 12, 1965
Contractor	Tom Lillebo Construction Co., P.O. Box 45 Reedsport, Oregon	**Division Engineer**	Ray Asburry
Specified Work Days	Completion by July 15, 1965	**Resident Engineer**	Don Beecroft

CONSTRUCTION AUTHORIZATION

Contract amount	$41,687.50
Additional anticipated items:	
NOTED P. B. Agreimeier NONE	
NOTED R. H. PRANGE	
NOTED H. S. COX	
RECEIVED APR 13 1965 ENGINEER COUNTY & CITY DIVISION	
NOTED DON HARWELL	
Subtotal	$41,687.50
Contingencies (4½%)	1,875.93
Construction Engineering (8%)	3,335.00
Subtotal	$46,898.43
Credit for maintenance rock	
Total original construction authorization	$46,898.43

Authorization increases, approved by Commission:

	$
Total present construction authorization	$

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS

State Printing

(Continued on reverse side)

MISC. CONTRACTS and AGREEMENTS No. 2802

RECEIVED
APR 9 - 1965

FOR FILING

5-187(3)

6570

Salem, Oregon
March 26, 1965

Finance-Construction Agreement
Mill Creek (Turner) Bridge
FAS 590, Marion County

Mr. H. S. Cox
County & City Engineer
B u i l d i n g

Attention: Mr. Don Harwell
Office Engineer
County-City Div.

Attached is a partially signed copy of aFinance-Construction Agreement with Marion County covering the Mill Creek (Turner) Bridge on FAS 590 in Marion County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Marion County.

Secretary

rn
Attach: 1

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Subject: Federal Aid Project No. S-189(3)

Highway No. FAS 590

Project Name Mill Creek (Turner) Bridge Section

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at Salem, Oregon, this 11th day of March, 1965.

Marion County by its Board of County Commissioners

Henry Adams
Chairman

Ray Hartley
Commissioner

Pat McCarthy
Commissioner

RECEIVED
MAR 1
ENGINEER
CITY & CITY DIV.

*Certify either paragraph 2 or 3.

MEMO TO R. H. CLASE Date: Jan. 6, 1965

FAS 590, MARION COUNTY MILL CREEK (TURNER) BRIDGE

TERMINI: Bridge over Mill Creek in the city of Turner.

NOTED
DON HARWELL

NOTED
P. B. Arensmeier

NOTED
H. S. COX

NOTED
R. M. ALLISON

PROPOSED WORK: Construct R.C.D.G. Bridge.

PROJECT LENGTH: 0.028 mile.

NOTED
R. H. PRANGE

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$60,000	$36,000	$12,000	$12,000	(County)

EXISTING FACILITIES: Pile trestle bridge 148' long and 23'9" wide. Stringers and deck have deteriorated and structure is too narrow for high A.D.T. and logging truck traffic.

ADJACENT SECTIONS:
NORTH/EAST END: 22' bituminous surface, 4' shoulders.

SOUTH/WEST END: 22' bituminous surface, 4' shoulders.

PROJECT DATA: Replace a narrow timber structure with an R.C.D.G. bridge 150' long and 30' wide with a 5' sidewalk on the upstream side. Alignment is tangent and grades are 0.0.

RIGHT OF WAY: 50' minimum.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: No exceptions.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: See S-189.

VRJ:mm

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

RECEIVED DEC 21 1964 FOR FILING

Section MILL CREEK (TORSNER) BRIDGE Highway F.A.S. 990 County MARION Prefix 52(4)140

Res. Engr. Arthur Duffy Approx. Length _____ Miles. Sta._____ to Sta._____ Date 12-8-64

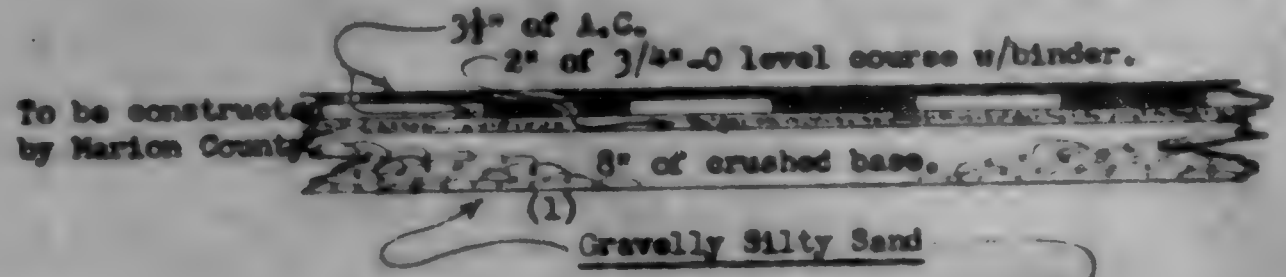
Truck A.D.T. 9% Traffic Coefficient 8.0 18 kip s.a. per day 66.1.

Annual Precipitation 41"± Frost Penetration - - - - - -.

(1)
Typical Soil
31 LL
7 PI
58 %P 10
28 %P200
42 %Gravel
14 %C Sand
16 %F Sand
19 %Silt
9 %Clay
61 "R" Value (Corrected)

AASHO CLASSIFICATION:
A-2-4 (0)

MATERIAL SOURCES:
To be furnished by Marion County.



Note:
Project Base Design provided to assure ample subgrade width.
State participation is to prepare plans, specifications, and estimates, for the replacement of an existing 130-foot timber bridge. Marion County to construct approaches.

CBE Total Req.	Credit	Actual Thick.	
	7	3½	AC
	2	2	Level
	8	8	Base
17	17	13½	

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

Submitted by J. W. Gartsingh
Staff Assistant

Recommended by O. A. Peterson
Engineer of Materials

Recommended by L. E. Decker
Construction Engineer

Approved by Lloyd V. Flood
Asst. State Highway Engineer

SECTION: MILL CREEK (TURNER) BRIDGE

HIGHWAY: F.A.S. 590

COUNTY: MARION

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 2300 (Total)

B. Future ADT 4000 (Total)

C. Mean ADT 3150 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 6 (ADT Basis)(Logging Area)

G. Trucks (in one direction) $\frac{F}{E}$ 3% x (C) 3150 = 94

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 94 x (H) 100 % = 94

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.66

= 8.0

SECTION: MILL CREEK (TURNER) BRIDGE

HIGHWAY: F.A.S. 590

COUNTY: MARION

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - see remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not a consideration
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: See remarks
11. Construction Consideration: Not a problem
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Marion County prefers A.C.
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

No cost comparison made as this is a short project. Marion County will construct approaches, and their preference is for A.C.

65-2(8)

November 25, 1964

NOTED
H. S. COX

TO: Marion County Board of Commissioners
Courthouse
Salem, Oregon

NOTED
R. H. PRANGE

Attention: Mr. John Anderson, County Engineer

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310).

NOTED
P. B. Akenshield

NOTED
DON HARWELL

NOTED
R. M. ALLISON

Highway Salem-Turner Road (FAS 590)

Section Mill Creek (Turner) Bridge

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

Dec. 7, 1964
(date)

By Pat M. Caitlin

By _____
Commissioner

By Henry Ahrens
Commissioner

NOTED
[illegible]

cc: L.H. Young
12-8-64

65-2(8)

November 25, 1964

~~FAS 5~~

NOTED
H. S. COX

file Marion Co
fas 590

TO: Hon. Albert Robertson
The Mayor
City Hall
Turner, Oregon

NOTED
R. H. PRANGE

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310).

NOTED
P. B. A[illegible]

NOTED
DON HARWELL

Highway Salem-Turner Road (FAS 590)

Section Mill Creek (Turner) Bridge

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

NOTED
R. M. ALLISON

If answer is yes, please list organizations:

none that I know of...

_____ (date)

By Albert C Robertson
mayor

By _____
Commissioner

By _____
Commissioner

cc: L. H. Young
12-2-64

NOTED
R. JONES

RECEIVED
NOV 5 - 1964
HIGHWAY

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

October 27, 1964

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The prospectuses for the following titled proposed highway projects which were transmitted to us by letters dated October 5 and 9, 1964 have been reviewed by our staff:

Sunnyview-Center Street Section, Lancaster Drive, FAS 741, Marion County.

Turner Bridge, Mill Creek Section, Salem-Turner Road, FAS 590, Marion County.

Cline Bridge, Pudding River Section, North Howell-Mt. Angel Road, FAS 736, Marion County.

There is no interference with streams on the FAS 741 project.

Precautions should be taken to keep waste materials from entering Mill Creek on the FAS 590 bridge construction project.

We anticipate no interference with fish passage on the FAS 736 project but request that precautions be taken to keep waste materials from the stream.

Your favorable consideration in these matters will be appreciated.

Sincerely,

William D. Clothier

WILLIAM D. CLOTHIER, ASSISTANT
STATE FISHERIES DIRECTOR

RECEIVED
OCT 29 1964
OFFICE OF
STATE HIGHWAY ENGINEER

cc Mr. Koski, Oregon State
Game Commission

Copies to:
L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (6)

NOTED
LLOYD P. SHAW

Commissioners:
Tallant Greenough, Coquille
Chairman
Joseph W. Smith, Klamath Falls
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Wayne E. Phillips, Baker

Mailing Address:
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

October 9, 1964

CONSTRUCTION DIVISION
RECEIVED
OCT 12 1964

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We acknowledge receipt of your letter of October 5, 1964, containing the prospectuses for:

Sunnyview-Center Street Section, Lancaster Drive, FAS 741, Marion County.

Turner Bridge, Mill Creek Section, Salem-Turner Road, FAS 590, Marion County.

There will be no wildlife problems in connection with either of these projects, so consequently they are approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

Copies to:
L. P. Shaw
L. H. Woung
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (4)

RECEIVED
OCT 8 - 1964
FOR FILING

10-5-64

Prefix No. 524-1404

LOCATION PROSPECTUS
TURNER BRIDGE, MILL CREEK SECTION
SALEM-TURNER ROAD, FAS 590
MARION COUNTY

NOTED
R. L. FORREST

HIGHWAY: Salem-Turner County Road, Federal-aid Secondary No. 590.

TERMINI: The bridge site is 0.14 mile southerly of the Battle Creek Road intersection in the city of Turner.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the replacement of an existing 130-foot timber bridge on existing alignment. Routine soils investigations will be conducted. Reconnaissance is not necessary. An economic analysis is not needed. This is a FAS-C project to be con structed with 1965 funds.

CHARACTERISTICS: Existing ADT 2,300; projected ADT 4,000.

STANDARDS: Traffic calls for a Class "B" highway; however, the restricted speed zoning and within city location permits a deviation from State standards.

TYPICAL SECTION: Two 11-foot travel lanes with 4-foot paved shoulders. The bridge approaches will be constructed by County forces.

BRIDGE: The proposed bridge will have a 30-foot horizontal clearance with 5-foot sidewalk on the upstream side. Suitable city streets are available for a detour during construction.

ACCESS: County road with no control of access.

BASE DESIGN: The tentative design for approach construction is:

Paving	3-1/2" A.C.
Top Course Base	2 " Leveling
Bottom Course Base	8 "
Total Depth	13-1/2"

MATERIALS: Available from local commercial sources.

NOTED
FORREST COOPER

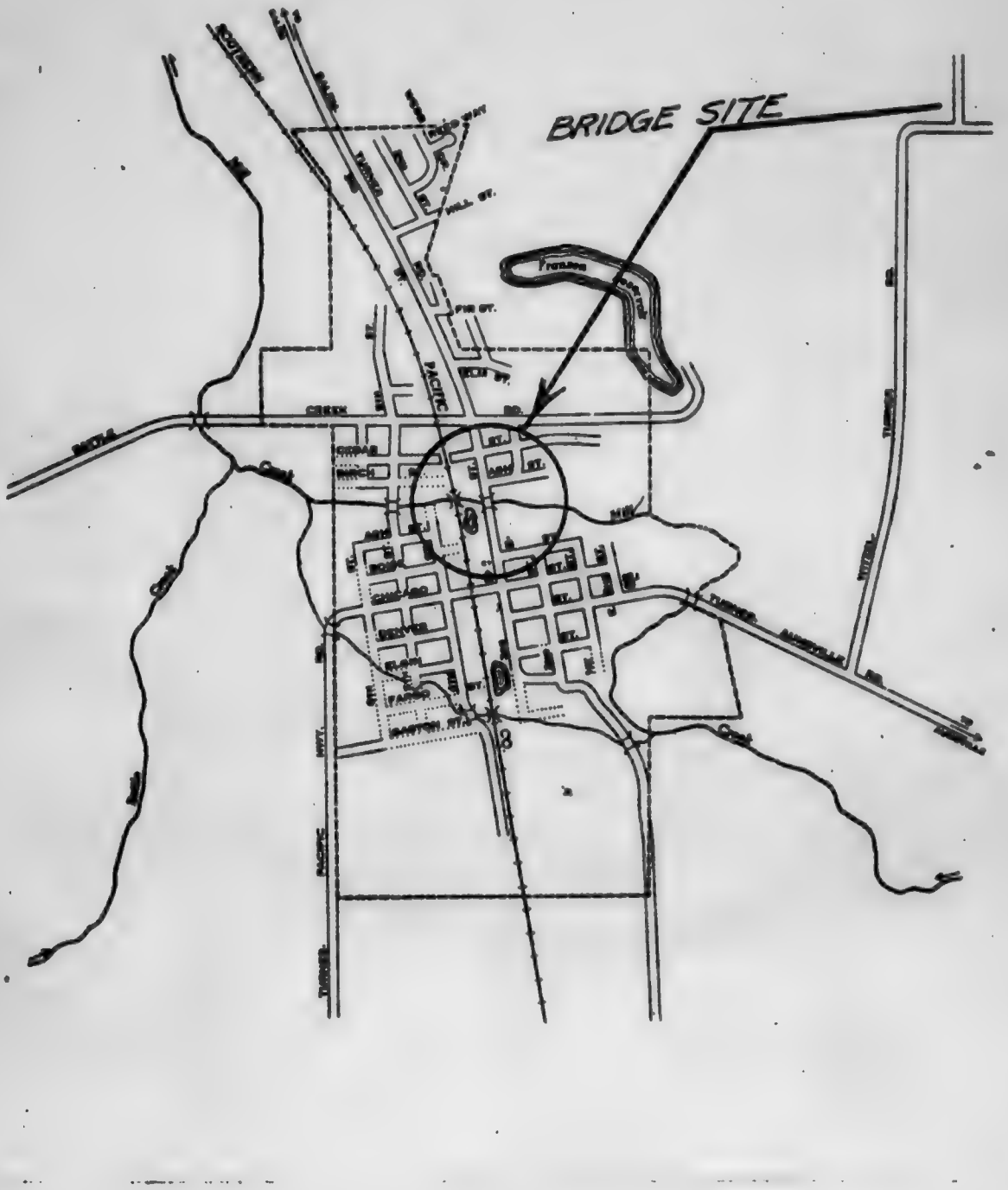
ADDITIONAL FACILITIES: No railroads.

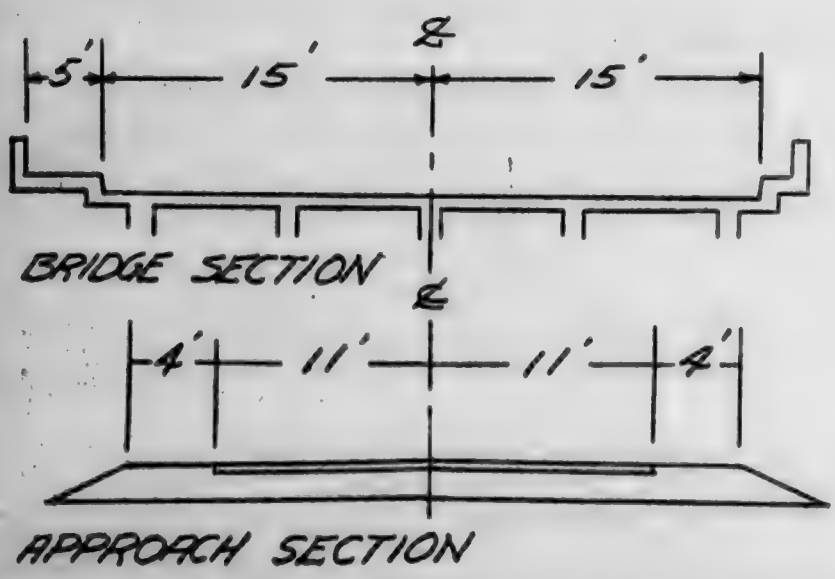
AGREEMENTS: Routine FAS-C negotiations and possible agreement with the City of Turner.

PARKS: None affected.

October 5, 1964
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
Carl Plog
James Owens
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
OCT 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER





PROSPECTUS MAP

TURNER BR.- MILL CREEK

FAS 590

MARION COUNTY

Scale 1"=1600' 9-64

FORM E-30X—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1964

SUBJECT: Turner Bridge-Mill Creek
Marion County FAS 590

To: Mr. F. D. Morgan
Construction Engineer
Department

Attention: Mr. D. J. Barbee

Herewith for your consideration Authority for Survey, together with Location Prospectus, covering the subject project, which is an approved FAS-C project.

R. D. Asburry
Division Engineer

EDA:AM
cc Mr. Ivan Merchant
Mr. H. S. Cox

RECEIVED
SEP 28 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R. JONES

MARION COUNTY
PROPOSED FAS PROJECTS (1965 FUNDS)

FAS 590, Salem-Turner, Turner Bridge, Mill Creek, $40,000.
The proposed structure will replace the existing pile trestle bridge which is located in Turner. The new bridge will be on the same site as the present structure. The road will be closed during construction as a suitable detour over city streets is available. The County has requested a bridge with a clear width of 30 feet and with a 5 foot sidewalk on the upstream side.

FAS 741, Lancaster Drive, Sunnyview Avenue-Center Street, grade and pave, 0.95 miles, $275,000.
It is proposed to reconstruct the existing road to 4 lanes with a width of 68 feet between curbs. The County has made the preliminary survey and design and will provide their data to the Highway Department.

64-e addendum
6/29/64

Approved
7/15/64

JOHN A. ANDERSON, P. E.
COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
PHONE 364-4401, EXTENSION 53
SALEM, OREGON 97301

October 22
1 9 6 3

RECEIVED
OCT 25 1963

NOTED
DON HARWELL

Mr. H. S. Cox
County-City Relations
State Highway Department
Salem, Oregon

Dear Mr. Cox:

NOTED
R. M. ALLISON

We are investigating the possibility of putting two bridge projects on the FAS programming for 1964-65. I wonder if you could give me an estimate of the cost of such projects so that I may determine whether we have sufficient FAS funds to do these projects:

15,000 Bridge
25,000 Bridge
140,000

(1) Kline Bridge, Market Road #49, FAS 736. This should include any desirable realignment.

120' long
30' wide with
1-5' walk
$35,000

(2) Turner Bridge, Turner, Oregon, FAS 590. An additional two feet of head room would be desirable on this bridge.

Contract 6570
2-189(3)

I am attaching a Marion County map showing the location of these bridges.

Very truly yours,

John A. Anderson
County Engineer

JAA:s
Encl.

Discussed with Anderson
10-30-63
V.J.

NOTED
V. R. JONES

MR 21
MR 22
MR 23
MR 44
MR 45
MR 46
MR 80
MR 42
MR 43
MR 79
MR 78
MR 81
MR 82
MR 83
MR 28
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MR 85
MR 86
MR 40
MR 67
MR 32
MR 31
MR 35
MR 34
SILVERTON
MERIDIAN
WILLAMETTE
NORTH
SANTIAM
HIGHWAY
SILVER FALLS STATE PAR
Turn Rt. FAS 592

I-5-2(46) Canyonville-Bear Gulch Sec., 1965
96 Pacific Hwy. (Grad., Pav.,
#6571 Struct. & Sign.) [redacted]

Agreements-
C & A. 2832

6571

Douglas Co. 1

January 6, 1969

Douglas County Surveyor
Courthouse
Roseburg, Oregon 97470

Canyonville - Bear Gulch Section
Pacific Highway
Douglas County

In reply to your letter of January 3, 1969, we are forwarding herewith a copy of the transit notes covering the bearing tree tie adjacent to the Northwest corner of Section 12, Township 31 South, Range 5 West.

To substantiate this field information please feel free to contact our division office in Roseburg.

D. J. Barbee
Design Engineer

By
Joe W. Carter
Engineer Draftsman

JWC:hc

cc: C. T. Kenney

Routing
Barbee
Hall
A. Olsen
Sample
Turpin
Swensen
Trout
Wills
Hackleman
Scott
R. Olsen
Carstensen

RECEIVED
JAN 7 1969
DESIGN
DIVISION

JAMES W. BYRON
COUNTY SURVEYOR

PHONE 672-3311
EXTENSION 28

COUNTY OF DOUGLAS

OFFICE OF THE SURVEYOR
ROSEBURG, OREGON

January 3, 1969

Oregon State Highway Department
F. D. Morgan, Const. Eng.
Salem, Oregon 97310

Attention: Joe Carter

This office is interested in the restoration of the section corner common to sections 1, 2, 11 and 12, T. 31 S., R. 5 W., W. M.

Enclosed is a print of the area which is in the "Canyonville-Bear Gulch Section", Pacific Highway. A tie is shown to a 24" bearing tree and it seems to be about the right location for the southeast bearing tree for the section corner.

Please advise us if you have additional information on this corner. We could probably restore it from the tie shown if we had some proof the bearing tree was the one called for in Renewal No. 6, see enclosed sheet, 16" Fir bears S. 25° E. 98.3 ft.

Thank you, in advance, for your cooperation.

Yours truly,

James W. Byron

James W. Byron
County Surveyor

JWB/ll
Enc. 2

SEE

320

185

320'

320'
299'

190

11

12

2

279'
300'

NB 188+64.57 P.T.

NB 188+64.57 P.O.T. (21 LT)

"L" — N 460,637.47
E 1,264,488.49

"L" — N 460,636.28
E 1,264,488.43

Ahead

Bk

Sta 188+39.39
Δ = 90°00'00"
T = 300.00'
L = 471.24'
D = 11°27'33"

Sta 184+68.15 P.C.

Sta 184+68.15 P.T.
279 Lt. NB+64.57

C 1+53.40 P.C.S.

C 1+53.40 P.T.

Decision R/W 2C165
34-121

Deed R/W 26305
342-All
0.97 Ac.
Special Permit of Entry

3-7203

EQ

Dean
405

C
100' Sp.
S=2.30
0.50

+00
26.00

R.S.

Bdy Line Rd Island Cr. 11+29.46

Proposed 8" Iron Pipe Post
10 Lt. 116.46 Cr.

Existing 8" Iron Pipe Post
279 Lt. NB+64.57

Set 5/8" Iron Pipe & Post
279 Lt. NB+64.57

Fd. 3/4" Pipe

Fd. 1" Iron

Fd. 5/8" Iron

Fd. 3/4" Pipe

Fd. 3/4" Pipe

Fd. 3/4" Pipe

Decision Rpt. 21265

Proposed Rt. 21

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Station 999+00

Station 1000+00

County Surveyor's Record, Douglas County, Oregon

GOV'T. CORNERS RENEWED

T 31 S, R 5 W, WM.

CHAINS

Geo. J. Hendroth — Dep. Co. Surv. — March 1946

N. E. Richardson — Surv. — 11-17-49

Witness — Godfrey

Witness — Irving

BB Irving - Surveyor — N.E. Richardson — Nov. 14-22, 1930

A. Boyer - Surv. — Smick, Elliott & Church — Oct. 14, 1944

T. R. Eslinger — Surveyor — Nov., 1950

Wit. Claude Russel — Sept. 23, 1938

COR. 31-32-5-6-(N COR. 5&6) — RE-RENEWED SEE CORNER NO. 13 — 1
Set from Old B.T. stump. Set ¾" iron pipe.
Mark 12" Fir W 27°55' W 15.4 ft.
12" Fir S 31°40' E 21.3 ft.
30" Fir N 32°30' W 98.0 ft.
7" Fir N 4°20' E 43.8 ft.

TOWNSHIP COR. — 2
NW COR. SEC. 6
Set by running West, East & North
Set ¾" iron pipe.
Mark 26" Fir N 81°28' E 16.0 ft.
6" Cedar S 5°35' E 41.6 ft.
18" Fir N 26°53' W 26.6 ft.
26" Fir S 80°00' W 44.5 ft.
RE-RENEWED SEE CORNER NO. 52

COR. 1-2-11-12 — SEE ALSO #6 — 3
Set from O. B. T. which is a 30" Fir bearing S 40° W 35.6 ft.
New reference points are
18" Fir bearing S 16½° W 177.60 ft.
Tel. Pole #1710 bearing S 49¼° E 212.7 ft.

RE-RENEWED SEE CORNER NO. 32 — 4
N.W. CORNER SEC. 3
Set a sandstone 4" x 6" x 30". Location identified from O.B.T. Scribe marks visible. S 38° W 20 lks. & O.B.T. N 83° W 18 lks. marks burned off. Check field notes. Trees formally stood SE and NE checking notes.
16" Fir S 25¾° W 34.0 ft. S 4 T 31 S R 5 W CC CS BT. on bark
16" Fir S 89° E 27.2 ft. S 3 T 31 S R 5 W CC CS BT. on bark

RE-RENEWED SEE CORNER NO. 18 — 5
SW. CORNER SEC. 3
24" Fir S 70° W 37.5 ft. S 9 T 31 S R 5 W CS BT.
18" Fir N 31° W 39.0 ft. S 4 T 31 S R 5 W CS BT.
12" Fir N 10° E 66.5 ft. S 3 T 31 S R 5 W CS BT.
Original corner as described original notes.

SEC. COR. 1 - 2 - 11 - 12 — SEE ALSO Cor 3 — 6
Set from OBT 30" Fir S 40° W 54 lks. (W side HWY)
Set ¾" iron bolt on E side paving, - new trees
16" Fir S 24° E 98.3 ft.
5" Live Oak N 63° E 66.7 ft. (on slope)
12" Fir N 5° E 63.7 ft. (on slope)

NW
NE COR. SEC. 4 — Found lie NW Cor Sec. 4
Located from original Laurel to NW (N 23 W 63 lks.) - SET by M Ford
Set 4 x 4 post Fir — F. Notes P. 7134 Vol. 17
New Trees are
8" Fir, N 63° E 24 ft.
10" Fir S 35° W 11.5 ft.
10" Fir S 83° E 14 ft.
RE-RENEWED SEE CORNER NO. 42 — 7

SEC. COR. 20 - 21 - 28 - 29 — 34
All B.T.'s found except Laurel N 25° E, 29 lks. (down and rotted.)
Set 1½" pipe flush with ground — 8
1½" x 40" Iron pin driven into ground with 10" exposed.
Pin and pipe are side by side.
RE-RENEWED SEE CORNER NO

COR. 29 - 32 — 9
South B.T. fallen for line clearing.
1" iron pin driven flush with the ground at the location of the cedar post.
1½" x 45" iron pin driven into ground with 9" exposed.

CHAINS

COR. 31-32-5-6-(N COR. 5&6) 1
Set from Old B.T. stump. Set ¾" iron pipe.
Mark 12" Fir W 27°55' W 15.4 ft.
12" Fir S 31°40' E 21.3 ft.
30" Fir N 32°30' W 98.0 ft.
7" Fir N 4°20' E 43.8 ft.

TOWNSHIP COR. 2
NW COR. SEC. 6
Set by running West, East & North
Set ¾" iron pipe.
Mark 26" Fir N 81°28' E 16.0 ft.
6" Cedar S 5°35' E 41.6 ft.
18" Fir N 26°53' W 26.6 ft.
26" Fir S 80°00' W 44.5 ft.

COR. 1-2-11-12 SEE ALSO #6 3
Set from O. B. T. which is a 30" Fir bearing S 40° W 35.6 ft.
New reference points are
18" Fir bearing S 16½° W 177.60 ft.
Tel. Pole #1710 bearing S 49¼° E 212.7 ft.

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Set a sandstone 4" x 6" x 30". Location identified from O.B.T. Scribe marks visible. S 38° W 20 lks. & O.B.T. N 83° W 18 lks. marks burned off. Check field notes. Trees formally stood SE and NE checking notes.
16" Fir S 25¾° W 34.0 ft. S 4 T 31 S R 5 W CC CS BT. on bark
16" Fir S 89° E 27.2 ft. S 3 T 31 S R 5 W CC CS BT. on bark

SW. CORNER SEC. 3 5
24" Fir S 70° W 37.5 ft. S 9 T 31 S R 5 W CS BT.
18" Fir N 31° W 39.0 ft. S 4 T 31 S R 5 W CS BT.
12" Fir N 10° E 66.5 ft. S 3 T 31 S R 5 W CS BT.
Original corner as described original notes.

SEC. COR. 1 - 2 - 11 - 12 SEE ALSO #3 6
Set from OBT 30" Fir S 40° W 54 lks. (W side HWY)
Set ¾" iron bolt on E side paving, - new trees
16" Fir S 24° E 98.3 ft.
5" Live Oak N 63° E 66.7 ft. (on slope)
12" Fir N 5° E 63.7 ft. (on slope)

NW COR. SEC. 4 Same as NW Cor Sec 4
Located from original Laurel to NW (N 23 W 63 lks.) - SET BY M. FORD
Set 4 x 4 post Fir - - - FIELD NOTES P. 7134 VOL. 17
New Trees are 7
8" Fir, N 63° E 24 ft.
10" Fir S 35° W 11.5 ft.
10" Fir S 83° E 14 ft.

SEC. COR. 20 - 21 - 28 - 29 8
All B.T.'s found except Laurel N 25° E, 29 lks. (down and rotted.)
Set 1½" pipe flush with ground
1½" x 40" iron pin driven into ground with 10" exposed.
Pin and pipe are side by side.

(b) CORN. 29 - 32 9
South B.T. fallen for line clearing.
1" iron pin driven flush with the ground at the location of the cedar post.
1½" x 45" iron pin driven into ground with 9" exposed.
Pins are side by side. (old Cedar Post remains.)

Geo. J. Wendroth — N. E. Richardson — Dep. Co. Surv. — March 1946
T. R. Eslinger — A. Boyer — Surv. — BB Irving — Smick, Elliott — Witnesses — & Church — Oct. 14, 1944
Surveyor — Wit. Claude Russel — Sept. 23, 1938
Nov., 1950
R.L. Irving — Surveyor — N.E. Richardson Godfrey — Witness — 11-17-49
N.E. 14-22, 1930

RE-RENEWED SEE CORNER NO. 13
RE-RENEWED SEE CORNER NO. 52
RE-RENEWED SEE CORNER NO. 32
RE-RENEWED SEE CORNER NO. 18
RE-RENEWED SEE CORNER NO. 42
RE-RENEWED SEE CORNER NO. 34
RE-RENEWED SEE CORNER NO. 77

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-5-2(46)76
6571

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 12, 1967

Mr. Norman B. Kobin
Kobin & Meyer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Re: Canyonville-Bear Gulch Section
Contract 6571
Contractor's Claim

Dear Mr. Kobin:

This will reply to your September 29, and November 28, 1967, letters and also make further reference to your September 7 letter wherein you make a claim on behalf of the contractor for $18,046.66 alleged additional costs incurred in the placement of material on Bid Items 17 and 21. Our delay in replying to your latest letters is primarily due to the extreme difficulty we encounter in investigating the circumstances at this late date.

You state that the claim is predicated upon a change in details of construction. It would, therefore, seem to be clearly within the meaning of Sections 9-5 and 9-6. We simply cannot agree that Section 9-6 is irrelevant in this situation. We find no record of any earlier notice from the contractor to the effect that any additional compensation would be sought on these items. We have thereby been deprived of the opportunity to properly evaluate the grounds.

Without in any way admitting that there is a valid basis to consider a claim, we comment as follows on some other aspects of this matter:

On Sheet 2A of the plans, which shows a "typical section" from Station 94 to Station 245, reference is made to the "existing roadway." Please note the additional item to the effect that the distance from the centerline of this existing roadway to the new centerline is "variable left and right-see plans". The plans show several obvious sections or segments of the existing road that would not fit the new construction and could not be completely incorporated in it as, for instance, Stations 80-90, 140-174 (note the difference in grades apparent on the profile in the vicinity of 150 and 160) and 213 to 245.

NOTED
F. B. KLAGGE

There were no changes from plan grade on the main line on the entire project. We believe the plans indicated that substantial obliteration of the existing bituminous macadam was required.

We have no objections to discussing the matter further with you but believe for any such discussion to be productive a better foundation should first be made as to the roadway sections you are referring to and considerable more information made available on the components of the money amount you seek.

Very truly yours,

Forrest Cooper
State Highway Engineer

By: F. D. Morgan
F. D. Morgan
Construction Engineer

JAB:nn;ss

cc: F. B. Klaboe
L. R. Chandler
K. D. Limbocker

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OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 10M 6-67

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-5 21-4/96
6571

1958

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 20, 1967

Mr. C. B. O'Neil
General Contractor
Route 2, Box 95
Creswell, Oregon 97426

RE: Canyonville-Bear Gulch Section
Contract No. 6571

Dear Sir:

This will acknowledge your letter of September 7 presenting claims for additional compensation in the total amount of $18,046.66 on bid items 17 (3/4"-0) and 21 (Plant Mix Stone Base). So far as we can determine this is your first notice of these claims and they are therefore not submitted in accordance with the provisions of Section 9-6 of the contract specifications. The actual overrun percentages on these two items were of considerably less magnitude than the 24 per cent and 25 per cent you cite. The comparison must be made with the bid quantity. On item 17 the bid quantity was 14,750 tons compared with an actual quantity of 16,753 tons or an overrun of 13.58 per cent. The contract quantity on item 21 was 133,330 tons and the actual quantity (including Price Agreement 12) was 15,378 tons for an overrun of 12.79 per cent. We believe some other factors, not mentioned in your letter and not involving cost increases, contributed to these overruns. One of these was the comparatively high water content required in the stone base. We note that item 22, Bituminous Base Mixture, underran 5.08 per cent.

We have reviewed the reasons you gave as a basis for time extension on the Graves Creek project (there were 8 of them) and they make no reference to aggregate items. From the information available to us at the present time, we cannot recommend any of the adjustments in compensation which you seek nor any basis to reopen the time extension request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan
Construction Engineer

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STATE HIGHWAY ENGINEER

JAB:ss:fw
bc: F. B. Klaboe - 1958
Victor D. Wolfe
L. R. Chandler

06023

SEP 11 67

REFERRED TO
KLA BOE
BY DEPUTY STATE HIGHWAY ENGINEER

C. R. O'NEIL
GENERAL CONTRACTOR

895-2911
ROUTE 2, BOX 95
CRESWELL, OREGON 97426

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan
Peas
Morelock
Trout
Scott
Wills
Litchfield
Olson

September 7, 1967

RECEIVED
SEP 10 1967
CONSTRUCTION
DIVISION

Oregon State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Re: Bear Gulch Contract #6571

Dear Sir:

Consistent with the provisions of Section 9-16, Standard Specifications for 1964, the following claim is submitted primarily on behalf of our subcontractor, Warren Northwest, a Division of Warren Brothers Company. Consistent with the detail herein contained, claim is made upon the Commission for the sum of $18,046.66, which includes the additional costs incurred beyond that contemplated in the placement of Item 17 (3/4"-0") and Item 21 (Mix Stone Base).

The basis of the claim is as follows:

Changes in details of construction were effected after bidding, primarily between Stations 70+00 and 245+00. The changes in the details of construction were required to correct errors made in the original survey of the road. The change in details of construction consisted primarily of slope laybacks and changes in grade within the noted stations. This resulted in substantial obliteration of the existing bituminous macadam.

Typical sections as shown on the pertinent drawings advise that throughout the area between Stations 74+00 to 245+00, the L line (north lane) was to be overlaid with Bituminous Base and Class B Asphalt

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SEP 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

without excavation of the existing road. The typical sections direct the placing of a stone leveling course on the shoulders. Only in areas where the new alignment left the existing roadway was plant mix stone base and prime coat directed.

We were required to place plant mix stone base, 3/4"-0" leveling course, in addition to prime coat, on approximately 13,200 feet of roadway between these stations that would not have been required but for the change in details of construction.

The quantity of plant mix or base rock was increased by 24% over net quantity, and the quantity of 3/4"-0" was increased by 25% over net quantity.

As a result of this change, the method of placement of the referred to items was changed from an anticipated reasonably smooth and sequential laying program to a start-and-stop job. These factors, coupled with the geographical size of the affected area and that the scheduled handling of traffic was altogether disrupted and changed, resulted in substantial production loss and increased costs. The increased costs are reflected on the attached detail.

Our subcontractor on this job was also an approved subcontractor on OSHD #6643 - Graves Creek. Liquidated damage penalties at the rate of $200 per day for in excess of 25 days are presently being asserted on Graves Creek. Although requests for time extensions have been made on the Graves Creek project so as to eliminate the assessment of substantially all liquidated damages, only 25 days have been recognized to the present. It is our position that as a result of the delays occasioned by the overrun of rock on the present job and the attendant delays, that contractor was delayed not less than 25 days on getting into production of the Graves Creek Job. Therefore, not

less than $5,000 is being withheld as liquidated damages on the Graves Creek Job. We acknowledge that we are talking about two different jobs. This fact alone, however, is not the criteria. As a direct and sequential result of the errors in surveying and the resultant change in the details of construction, we were hindered and delayed in the performance of the Bear Gulch Job. As a direct and consequential result of this delay, we were hindered and delayed in commencing performance on the Graves Creek Job. Both of these jobs were bid with you in the previous year and the schedule of equipment and work performance was predicated upon one job following the ohher in a timely fashion.

We are not concerned with the manner in which you handle the allocation of this additional claim. This should be an administrative determination. If you continue to withhold liquidated damages of $5,000 on the Graves Creek job, as you have threatened to do, we shall have been damaged to this extent on the Bear Gulch Job. The additional direct costs which we seek for placing the additional materials on Bear Gulch does not include these damages. A fair and equitable settlement on Bear Gulch therefore would be to add the $5,000 of liquidated damages to the direct costs of $18,046.66 if it is your intent to continue to withhold on Graves Creek.

We solicit your early consideration of this claim.

Very truly yours,

C R O'Neil

C. R. O'NEIL

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STATE HIGHWAY ENGINEER

1 1/2"-0" Plant Mix Stone Base

	Estimated Cost	Actual Cost
PX	.044 Ton	.076 Ton
Equipment	.146 Ton	.203 Ton
Labor	.147 Ton	.278 Ton
Ins., H.W. & Pension	.035 Ton	.061 Ton
Service Truck	.017 Ton	.014 Ton
Haul	.230 Ton	.230 Ton
Branch	.039 Ton	.039 Ton
Tools & Sundries	.006 Ton	.013 Ton
Sub Total	.664 Ton	.914 Ton
Material	.749 Ton	.749 Ton
Sub Total	1.413 Ton	1.663 Ton
Bond	.012 Ton	.012 Ton
Total	1.425 Ton	1,675 Ton
Actual Cost	1.675 Ton	
Estimated Cost	1.425 Ton	
Difference	.250 Ton	

35,000 Tons additional rock @ 0.25 + 10% overhead + 15% profit -- $ 11,068.75

3/4"-0" Levelling Coarse

	Estimated Cost	Actual Cost
PX	--	--
Equipment	.119 Ton	.493 Ton
Labor	.162 Ton	1.012 Ton
Ins., H.W. & Pension	.041 Ton	.208 Ton
Service Truck	.028 Ton	.022 Ton
Haul	.230 Ton	.485 Ton
Branch	.059 Ton	.059 Ton
Tools & Sundries	.014 Ton	.030 Ton
Sub Total	.653 Ton	2.309 Ton
Material	.886 Ton	.886 Ton
Sub Total	1.539 Ton	3.195 Ton
Bond	.013 Ton	.013 Ton
Total	1.552 Ton	3.208 Ton

Actual Cost	3.208 Ton	16,753 Tons Placed
Estimated Cost	1.552 Ton	13,422 Net Quantity (Plans)
Difference	1.656 Ton	3,331 Ton

3,331 Tons additional Rock @ 1.656 + 10% overhead + 15% profit -- $ 6,977.91

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I-5-2(46) 96

6571

August 11, 1967

Wells-Reed-Wood-West Company
412 Failing Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $10,500.00 will be made to C. R. O'Neil on Contract No. 6571 for grading, paving, structures, and signing on the Canyonville-Bear Gulch Section of the Pacific Highway in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $4,101,989.90 including the post-final payment. Of the total $132,440.14 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Great American Insurance Company
2030 Ninth Avenue
Seattle, Washington 98121

C. R. O'Neil
Route 2, Box 95
Creswell, Oregon 97426

C.H. Maison
Attn: John Herr

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I-5-2(46)96

6571

#6

July 27, 1967

Mr. C. R. O'Neil
Route 2, Box 95
Creswell, Oregon 97426

Dear Mr. O'Neil:

The State Highway Commission at its meeting on July 24 considered your request for an extension of time on Contract No. 6571 on the Canyonville-Bear Gulch Section of the Pacific Highway in Douglas County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for an extension of the specified completion date to November 4, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc L. R. Chandler
K. D. Limbocker
L. H. Young
F.D. Morgan
C. H. Malcom
Bureau of Public Roads

FORM FB-111 (5-61)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: F. B. Klaboe, Asst. State Hwy, Engr.

DATE: July 3, 1967

In reply refer to: 08-35-DB

FROM : W. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(46)96
Canyonville - Bear Gulch Section
Request for Time Extension

Your letter of June 20, 1967 requesting our concurrence in an extension of the specified completion date from September 30 to November 4, 1966 based on overruns in the general excavation and plant-mix stone base has been reviewed.

This same set of circumstances has occurred on a number of other contracts and an equitable adjustment of time was granted in each case. Thus after reviewing this matter based on our previous determinations, we concur in your recommendation to extend the specified completion date on the project to November 4, 1966 for the reasons stated in your letter.

7-6-67 copies to Morgan Young Maister

REFERRED TO

BY ASST. STATE HWY. ENGR

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JUL 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM S-30 SOM 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1967

SUBJECT: Extension of Time
Canyonville-Bear Gulch Section
Pacific Highway
Contract 6571

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

Attached is a request from C. R. O'Neil for an extension of the specified completion date from September 30, to November 4, 1966. The contractor's request is based on overruns in the general excavation and plant-mix stone base items, an overrun in the entire contract and a change in conditions from original plans. (The third reason is a partial duplication of the first two.)

The general excavation overran the original bid quantity by 14.69%. This was largely due to slide correction work. The surfacing quantities overran the contract amount by 12.87%. There also was an overrun of 5.32% in the asphaltic concrete paving.

The change in conditions from original plans to which the contractor refers has to do with utilization of the existing roadbed as a temporary detour. The contractor erroneously assumed that the old highway could be used by traffic continuously throughout the project length. The plans show grade differentials that should indicate this could not be accomplished and, therefore, we do not believe there was any change from plan.

There were 26 participating Extra Work Orders (excluding Flagging) and/or Price Agreements added to the contract with the majority of the costs attributable to slide correction work. This force account work and the overrun in bid items caused an overrun of the entire project amounting to 8.75%.

An accumulative progress chart of the project is attached. We note that surfacing started April 1, 1966, when grading was 80% done, and paving commenced about the middle of July when surfacing was 80% completed. The paving progress was steady and was 99% done at the specified completion date. (The contract quantity had been exceeded by approximately 17,000 tons by that time.) The remaining work accomplished on penalty time was mostly guard rail work. Painting was delayed by poorer seasonal weather as the time elapsed.

On a strict time/money basis the 8.75% overrun would justify an extension of 47 calendar days. The overrun in grading items was significant and apparently delayed work that had to follow in sequence.

The contract was completed November 4, 1966, at which time 35 penalty days had been charged. The penalty rate on this project is $300 per day and liquidated damages amounting to $10,500 have been withheld. Based on the overrun in the project cost, caused primarily by slide repair work, we recommend that the specified completion date be extended to November 4, 1966. This will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reason for granting an extension may be valid.

Rough drafts of letters to the Bureau of Public Roads and to the Highway Commission are attached.

F. D. Morgan,
Construction Engineer

By John A. Bond

John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

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JUN 19 1967
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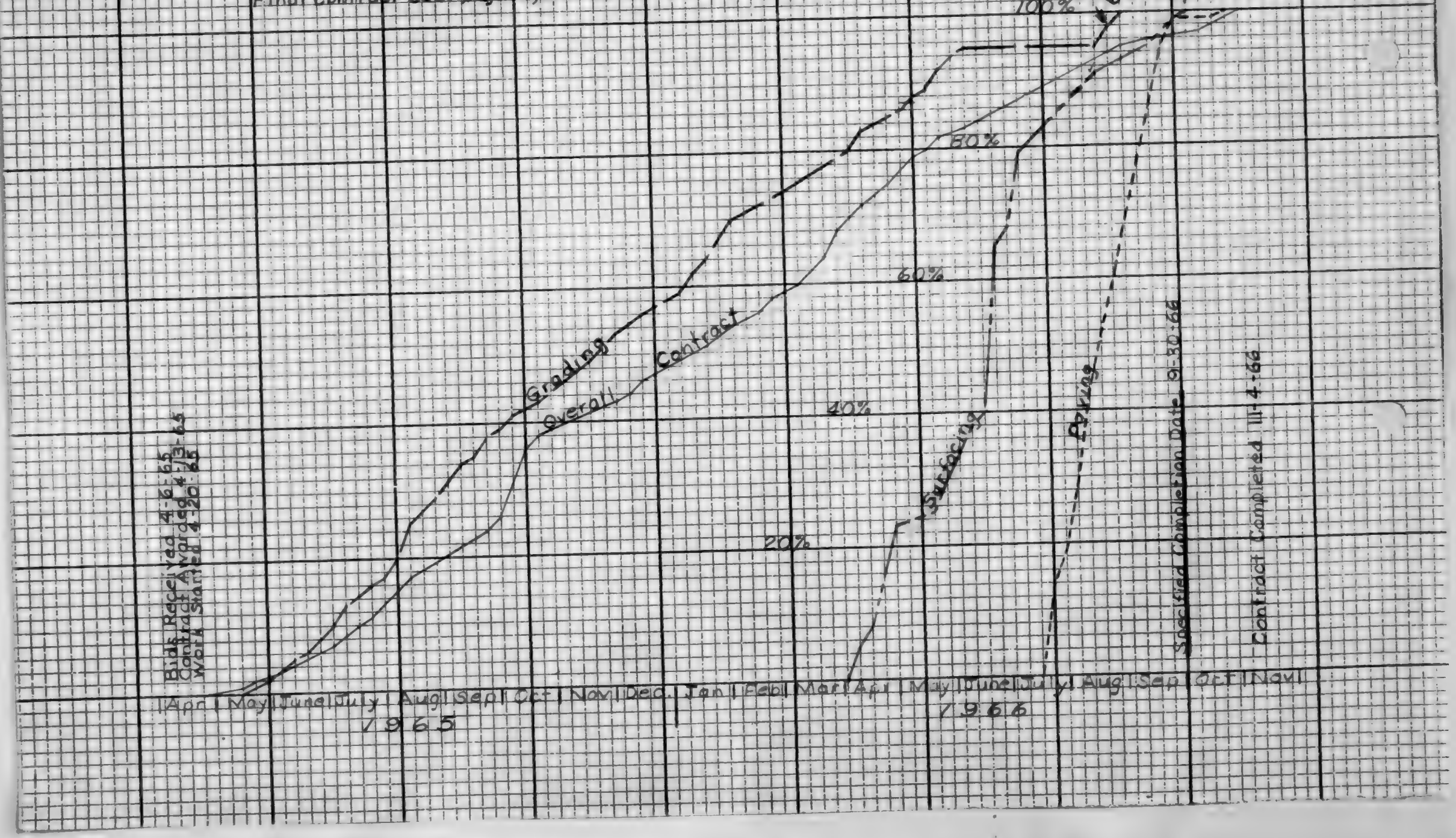
STATE HIGHWAY ENGINEER

CANYONVILLE - BEAR GULCH
PACIFIC HIGHWAY

Contract 6571 Project I-5-2(46)96

PROGRESS CHART

Length of Project 4.29 Miles
Original Contract Authorization $3,723,508.55
Final Contract Cost $3,926,036.78 (Overrun 5.44%)



AUG 2 1967

TIME EXTENSIONS APPROVED BY HIGHWAY COMMISSION
July 24, 1967
Construction Division Federal-Aid Contracts

Agenda No. 6571
3g

	Contract No.	Section	Days	Amount	BP R Participation
1	6643	Grave Creek	34(1)	$6800	All
5	6519	Glendale Jct.-Coyote Creek	71*	21,300	"
6	6571	Canyonville-Bear Gulch	35*	10,500	"
8	6388	Airport Road-Urrigon Jct.	12*(2)	5,040	"
12	6747	Lime-Malheur Co. Line	97(3)	___	"
14	6858	Cascade Locks-Mitchell Point	60(4) work days	___	"

1) Plus "stop work" period 12-14-66 to 5-13-67

2) This is second extension

3) For "stop work" period 4-4-67 to 7-10-67. New completion date is 10-6-67.

4) This equals 87 calendar days. Original time allotment of 460 calendar days has not yet elapsed.

* Extension covers all time to actual completion, leaving no retained liquidated damages.

JAB:ss
7/31/67

cc: F. B. Klaboe ✓
L. H. Young
C. H. Maison
J. A. Bond

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July 20, 1967

Mr. C. R. O'Neil
Route 2, Box 95
Creswell, Oregon 97426

Dear Charlie:

Sorry to be a little late in answering your request concerning the status of extensions of time on Contracts 6571 and 6643.

Both of these extensions of time are on the agenda to be acted upon by the Commission at its meeting July 24. We will write to you again after the Commission Meeting.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:wln

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July 7, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 6
July 24, 1967 meeting

Gentlemen:

C. R. O'Neil, contractor on the Canyonville-Bear Gulch section of the Pacific Highway in Douglas County, Contract No. 6571, requests an extension of the specified completion date from September 30 to November 4, 1966, based primarily on overruns.

There was a substantial overrun in the excavation item which was caused by slide correction work. An overrun in surfacing and paving quantities also occurred. There was considerable work added to the contract in connection with slide work and all of these factors caused an overrun in the entire contract amounting to 8.75 percent. The work which caused this overrun delayed subsequent work which had to follow in sequence.

I recommend that the specified completion date be extended to November 4, 1966. This will eliminate all the liquidated damages and has the approval of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the July 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

Enc.

DES:nn fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6571 Contractor C. R. O'Neil

Highway Pacific

Section Canyonville-Bear Gulch

Kind of Work Grading, Paving, Structures & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

[redacted]

Overruns in general excavation, surfacing and paving, plus additional work added to the contract by Price Agreement, causing the entire project to overrun, justify an extension to November 4, 1966.

Recommended for Approval:

John Dupper II
Asst
Division Engineer

for
Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 6571

Project designation I-5-2(46)96
State-Federal

Date awarded April 16, 1965

Work started April 17, 1965

Per cent completed 100% November 4, 1966.
Date

Spec. Comp. Date Sept. 30, 1966

Date Completed Nov. 4, 1966

[redacted]

Request Extension to Nov. 4, 1966.

E—320 (Rev.)—6M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 12, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 9/30/66 days to 11/4/66 (35-days) days, within which to complete our Contract No. 6571, without the assessment of liquidated damages. The said contract is described as follows: Grading, Paving, Structures & Signing the Canyonville-Bear Gulch Section of the Pacific Highway.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(1) Overrun of General Excavation - 26%
(2) Overrun of Plant Mix Stone Base - 25.6%
(3) Amount of Increase - Entire Contract - 22.06%
(4) Change in conditions from Original plans.

Respectfully submitted,

C. R. O'Neil
Contractor

By: D C O'Neil

CONSENT OF SURETY

Date APRIL 14, 1967

We, GREAT AMERICAN INSURANCE COMPANY

412 Failing Bldg., Portland, oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY: Attorney-in-fact
WELLS_REED-WOOD-WEST CO.
BY:
Resident Agent

(SEAL)

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June 20, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Request for Time Extension
Canyonville-Bear Gulch
Section, Pacific Highway
Project I-5-2(46)96

Dear Sir:

We have received from C. R. O'Neil, contractor on the subject project, a request for an extension of the specified completion date from September 30 to November 4, 1966. The contractor's request is based on overruns in the general excavation, plant-mix stone base and the contract as a whole, plus a change in conditions from the original plans.

The general excavation overran the original bid quantity by 14.69 percent. This was largely due to slide correction work. The surfacing quantities overran the contract amount by 12.87 percent. There also was an overrun of 5.32 percent in the asphaltic concrete paving.

The change in conditions from the original plans, to which the contractor refers, concerns utilization of the existing roadbed as a temporary detour. The contractor erroneously assumed that the old highway could be used by traffic continuously throughout the project length. The plans show grade differentials that should indicate this could not be accomplished and, therefore, we do not believe there was any change from plan.

There were 26 participating extra work orders (excluding flagging) and/or price agreements added to the contract with the majority of the costs attributable to slide correction work. This force account work and the overrun in bid items caused an overrun of the entire project amounting to 8.75 percent.

We note that surfacing started April 1, 1966, when grading was 80 percent done, and paving commenced about the middle of July when surfacing was 80 percent completed. The

paving progress was steady and was 99 percent done at the specified completion date. (The contract quantity had been exceeded by approximately 17,000 tons by that time.) The remaining work accomplished on penalty time was mostly guardrail work. Painting was delayed by poorer seasonal weather as the time elapsed.

On a strict time/money basis, the 8.75 percent overrun would justify an extension of 47 calendar days. The overrun in grading items was significant and apparently delayed work that had to follow in sequence.

The contract was completed November 4, 1966, at which time 35 penalty days had been charged. Based on the overruns caused primarily by slide repair work, it is our recommendation that the specified completion date be extended to November 4, 1966. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:nn srb

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FOR FILING

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June 16, 1967

Wells-Reed-Wood-West Company
412 Failing Building
Portland, Oregon 97204

Gentlemen:

Contract No. 6571 awarded to C. R. O'Neil for grading, paving, structures, and signing on the Canyonville-Bear Gulch Section of the Pacific Highway in Douglas County was completed on November 4, 1966, and accepted by the Highway Commission on June 15, 1967.

Final payment in the amount of $119,623.67 will be released to the contractor after June 23, 1967. The total contract amount is $4,091,489.90 including $132,440.14 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Mr. C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

Great American Insurance Company
2030 Ninth Avenue
Seattle, Washington 98121
L.H. Young
C.H. Maison
Attn: John Herr

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JUN 16 1967
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6571

June 15, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed November 4, 1966, on Contract No. 6571. The contract was with C. R. O'Neil and was for the grading, paving, structures and signing on the Canyonville-Bear Gulch Section of the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 15, 1967, and that you concur in this procedure at the Commission meeting on July 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. R. Chandler

srb jw

STATE COPY

Monthly transaction number 3-123	FORM PR-2A (REV. 10-58) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 16	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Douglas
Modification number 2 6571 3-24-67		Project number I-5-2(46)96

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 11, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,218,470	$ 4,412,221
Federal funds	$ 3,890,320.00	$ 4,070,000.00
Other revisions		

This modification is made for the following reasons:

Revised estimate covering increase in bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of March, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Klabre

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund, Admin. Manager
(Division Engineer)

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(46)96

CANYONVILLE-BEAR GULCH SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Revised project agreement estimate.

Salem, Oregon, March 10, 1967

Type Code 6201
[illegible] (Sta. 492+74.71 thru Equa. 504+52.90 = to Sta. 245+00 (Contract No. 6571)

Subtotal on previous estimate of August 5, 1965			$3,667,645.96
Previous Estimate			
General Excavation, Unclassified	1,620,700 cu.yd.	$0.97	$1,572,079.00
Guard Rail	40,800 lin.ft.	2.60	106,080.00
			$1,678,159.00
Revised Estimate			
General Excavation, Unclassified	1,831,700 cu.yd.	0.97	$1,776,749.00
Guard Rail	36,600 lin.ft.	2.60	95,160.00
			$1,871,909.00
	Net Increase		193,750.00
	Subtotal		$3,861,395.96
	Engr. & Cont.		366,764.36
			$4,228,160.32
Credit for monolithic curbs and gutters Incl. cement adjustment	All Required		(15,266.32)
			$4,212,894.00
Structures same as previous estimate of August 5, 1965			$ 199,327.00

Length of Roadway	4.265 miles
Length of 2 Structures	0.034 mile
Total Length	4.299 miles
Cost of Roadway per mile	$987,782.88

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$4,212,894.00	$3,886,130.00	$326,764.00
Structures	199,327.00	183,870.00	15,457.00
	$4,412,221.00	$4,070,000.00	$342,221.00

State Funds For Const.: Chap. 175, Laws, 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds For Maint.: Chap. 529, Laws 1939.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

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I-5-2(46)96

657

PROJECT AUTHORIZATION NO.

PROJECT REPORT NO.

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

6-11-65

STATE: Oregon

COUNTY: Douglas

PROJECT NO.: I-5-2(46)96

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the ~~above designated project,~~ and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Canyonville S. 4.3 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-15-65	4.299
*OTHER *(Specify)*		

FUNDS

PRO RATA: 92.25%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,201,393.00	$ 3,875,950.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Laboe

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: T. Dec, Engineering Coordinator

Date executed by Division Engineer June 11, 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

AGREEMENT PROVISIONS

1. **RESPONSIBILITY FOR WORK** (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, ... previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approv-

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

NONDISCRIMINATION PROVISION

13. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the President's Committee on Equal Employment Opportunity, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(1) The contractor will not discriminate against any employee or applicant for employment because of race, creed, color or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, creed, color or national origin. Such action shall include, but not be limited to the following:

NONDISCRIMINATION PROVISION (Continued)

Employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color or national origin.

(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representative of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(4) The contractor will comply with all provisions of Executive Order No. 10925 of March 6, 1961, as amended by Executive Order 11114 of June 22, 1963, and of the rules, regulations and relevant orders of the President's Committee on Equal Employment Opportunity created thereby.

(5) The contractor will furnish all information and reports required by Executive Order 10925 of March 6, 1961, as amended by Executive Order No. 11114 of June 22, 1963, and by the rules, regulations and orders of the said Committee, or pursuant thereto, and will permit access to his books, records and accounts by the Bureau of Public Roads and the Committee for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(6) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations or orders, this contract may be cancelled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Govemment contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order No. 10925 of March 6, 1961, as amended by Executive Order 11114 of June 22, 1963, and such other sanctions may be imposed and remedies invoked as provided in the said Executive Order or by rule, regulation or order of the President's Committee on Equal Employment Opportunity, or as otherwise provided by law.

(7) The contractor will include the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations or orders of the President's Committee on Equal Employment Opportunity issued pursuant to section 303 of Executive Order 10925 of March 6, 1961, as amended by Executive Order 11114 of June 22, 1963, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the Bureau of Public Roads may direct as a means of enforcing such provisions, including sanctions for noncompliance: **Provided, however,** that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause in any federally assisted construction work which it performs itself other than through the permanent work force directly employed by an agency of Government.

The State highway department agrees that it will cooperate actively with the Bureau of Public Roads and the President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations and relevant orders of the Committee, that it will furnish the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, and that it will otherwise assist the Bureau of Public Roads in the discharge of the Bureau's primary responsibility for securing compliance. The State highway department further agrees that it will refrain from entering into any contract or contract modification subject to Executive Order 11114 with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to Part III, Subpart D of Executive Order 10925 and will carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Bureau of Public Roads or the Committee pursuant to Part III, Subpart D of Executive Order 10925. In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this grant (contract, loan, insurance, guarantee), may refrain from extending any further assistance under any of its programs subject to Executive Order 11114 until satisfactory assurance of future compliance has been received from such State highway department, or may refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

14. REIMBURSEMENT TO THE STATE FOR CONSTRUCTION COSTS WILL BE DETERMINED ON THE BASIS OF THE CHARGES SET FORTH IN SECTION 4a OF PPM 21-7(1) DATED NOVEMBER 26, 1962, IF THERE IS AN OVERRUN IN THE CONTRACT TIME FOR PERFORMANCE.

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(46)96

CANYONVILLE-BEAR GULCH SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 4, 1965

Type Code 6201
Roadway (Sta. 492+74.71 Thru Equa. 504+52.90=30+09.93 to Sta. 245+00)
(Contract No. 6571)

Clearing and Grubbing	All Req.		$ 136,000.00
Removal of Curb and Gutter	7,100 lin.ft.	$ 1.35	9,585.00
Removal of Concrete Island	280 cu.yd.	7.00	1,960.00
Ditch Excavation, Unclass.	1,400 cu.yd.	3.00	4,200.00
General Excavation, Unclass.	1,620,700 cu.yd.	0.97	1,572,079.00
Toe Trench Excavation, Unclass.	17,800 cu.yd.	1.75	31,150.00
Overhaul	66,700 C-yd.sta.	0.40	26,680.00
Extra for Selected Subgrade Material	102,000 cu.yd.	0.32	32,640.00
Extra for Rock Slope Protection Material	45,200 cu.yd.	1.15	51,980.00
Extra for Rock Channel Protection Material	33,300 cu.yd.	1.25	41,625.00
Finishing Roadbed and Slopes	All Req.		20,000.00
Rounding Cutbanks	16,000 lin.ft.	0.25	4,000.00
Trench Excavation	3,160 cu.yd.	5.50	17,380.00
Special Backfill in Drains	740 cu.yd.	7.00	5,180.00
Furnishing and Placing Topsoil	10,700 cu.yd.	2.75	29,425.00
Watering	3,000 M-gal.	3.00	9,000.00
3/4" - 0 Material in Stone Leveling Course	14,750 ton	1.70	25,075.00
3/4" - 0 Aggregate in Prime Coat	870 cu.yd.	5.00	4,350.00
MC-250 Asphalt in Prime Coat	135 ton	50.00	6,750.00
RS-1 Asphalt in Tack Coat	7 ton	60.00	420.00
Plant-Mix Stone Base	133,330 ton	1.56	207,994.80
Bituminous Base Mixture	25,700 ton	3.20	82,240.00
Asphalt in Bituminous Base Mixture	1,160 ton	36.00	41,760.00
Class "B" Asphalt Concrete Mixture	47,000 ton	3.35	157,450.00
Asphalt Cement in Mixture	2,600 ton	36.00	93,600.00
Class "A" Concrete in Box Culvert	430 cu.yd.	74.00	31,820.00
Class "A" Concrete in Fish Ladder	50 cu.yd.	200.00	10,000.00
Reinforcement in Box Culvert	78,000 lb.	0.14	10,920.00
Reinforcement in Fish Ladder	7,200 lb.	0.15	1,080.00
Loose Riprap	32,300 cu.yd.	2.85	92,055.00
12-inch Culvert Pipe	440 lin.ft.	3.55	1,562.00
15-inch Culvert Pipe	550 lin.ft.	4.00	2,200.00
18-inch Culvert Pipe	2,050 lin.ft.	5.00	10,250.00
24-inch Culvert Pipe	730 lin.ft.	6.95	5,073.50

36-inch Culvert Pipe	180 lin.ft.	$ 11.50	$ 2,070.00
60-inch Culvert Pipe	9 lin.ft.	33.00	297.00
8-inch Plain Storm Sewer Pipe, Extra Strength	115 lin.ft.	2.25	258.75
8-inch Plain Concrete Sanitary Sewer Pipe, Extra Strength	1,050 lin.ft.	3.25	3,412.50
6-inch Drain Pipe	1,350 lin.ft.	2.20	2,970.00
8-inch Drain Pipe	1,400 lin.ft.	2.45	3,430.00
12-inch Drain Pipe	2,570 lin.ft.	3.25	8,352.50
Salvaging and Re-laying Pipe	22 lin.ft.	6.00	132.00
15-inch Culvert End Sections	3 only	32.00	96.00
18-inch Culvert End Sections	5 only	36.00	180.00
24-inch Culvert End Sections	2 only	60.00	120.00
36-inch Culvert End Sections	2 only	150.00	300.00
1 1/4-inch Electrical Conduit	40 lin.ft.	2.00	80.00
1 1/2-inch Electrical Conduit	60 lin.ft.	2.25	135.00
Concrete Manholes	2 only	500.00	1,000.00
Concrete Inlets, Type G-1	11 only	190.00	2,090.00
Concrete Inlets, Type G-2	21 only	175.00	3,675.00
Adjusting Manholes	3 only	50.00	150.00
Adjusting Inlets	1 only	50.00	50.00
Concrete Curbs	23 cu.yd.	60.00	1,380.00
Extra for A.C. Concrete Approaches	17 only	25.00	425.00
Guide Posts, M-1	250 only	7.50	1,875.00
Guide Posts, Y-2 and Y-3	165 only	8.25	1,361.25
Guard Rail	40,800 lin.ft.	2.60	106,080.00
Median Barrier	20,700 lin.ft.	4.05	83,835.00
Rail End Pieces	75 only	5.00	375.00
Guard Rail Blocks	6,500 only	1.70	11,050.00
Extra Guard Rail Posts	105 only	7.00	735.00
Salvage Guard Rail	825 lin.ft.	0.65	536.25
Remove Guard Rail	825 lin.ft.	0.65	536.25
Salvage Median Barrier	40 lin.ft.	1.00	40.00
Salvage Type 2 Barricade	440 lin.ft.	2.00	880.00
Guard Rail-Salvaged Guard Rail	825 lin.ft.	1.00	825.00
Guard Rail-Salvaged Type 2 Barricade	440 lin.ft.	1.50	660.00
Median Barrier-Salvaged Median Barrier	40 lin.ft.	1.00	40.00
Type 2 Fence	2,355 rod	18.00	42,390.00
Type 3 Fence	95 rod	38.00	3,610.00
4' Type 2 Single Gates	1 only	100.00	100.00
16' Type 2 Single Gates	4 only	125.00	500.00
16' Type 3 Single Gates	3 only	200.00	600.00
Salvaging Type 3 Fence	120 rod	5.00	600.00
Type 3 Fence-Salvaged	120 rod	18.00	2,160.00
Roadside Seeding	18 acre	100.00	1,800.00
Roadside Mulching	18 acre	160.00	2,880.00
Grass Seed, Creeping Red Fescue	198 lb.	1.50	297.00
Grass Seed, Chewings Fescue	144 lb.	1.50	216.00

Grass Seed, Perennial Ryegrass	54 lb.	$ 1.50	$ 81.00
Grass Seed, Newport Bluegrass	90 lb.	1.50	135.00
Grass Seed, Dutch White Clover	54 lb.	1.50	81.00
Inorganic Fertilizer, 10-16-8	72 cwt.	8.00	576.00
Arch Culverts			
Lower Floor Slab	1,800 lin.ft.	66.00	118,800.00
Gravel Fill	250 cu.yd.	7.50	1,875.00
Extra Foundation Concrete	130 cu.yd.	40.00	5,200.00
Reinforce Existing Arch Rib	100 lin.ft.	295.00	29,500.00
Arch Culvert Extensions	1,000 lin.ft.	233.00	233,000.00
Wing Wall, Trench Excavation	300 cu.yd.	12.00	3,600.00
Wing Wall, Class "A" Concrete	500 cu.yd.	82.00	41,000.00
Wing Wall, Metal Reinforcement	72,000 lb.	0.14	10,080.00
Signing			
Sign Support Footings	All Req.		5,200.00
Pipe Sign Posts	All Req.		1,133.00
Single Sign Posts	All Req.		5,200.00
Double Sign Posts	All Req.		550.00
Painted Wood Sign Posts	All Req.		1,200.00
Type "A" and "B" Signs in Place	1,567 sq.ft.	6.00	9,402.00
Type "C", "D" and "R" Signs in Place	735 sq.ft.	3.40	2,499.00
Type "E", "F", and "G" Signs in Place	241 sq.ft.	3.75	903.75
Type "P" Signs in Place	36 sq.ft.	6.00	216.00
			$3,542,301.55
Flagging (57% of the Contractor's Cost)	All Req.		$ 10,000.00
Slide Correction	All Req.		100,000.00
			$ 110,000.00
	Subtotal		$3,652,301.55
	10% Engr. & Cont.		365,230.16
	Total		$4,017,531.71
Credit for Monolithic Curbs and Gutters Including Cement Adjustment	All Req.		$ (15,266.32)
			$4,002,265.39

Type Code 1220
Canyonville O'xing at 1st St. (#7324A)(Sta. 41+05.51 to Sta. 41+94.09)
(Contract No. 6571)

Remodel 1st St. & 5th St. O'xing	All Req. (50%)		$ 2,000.00
Shoring, Cribbing, etc.	All Req. (50%)		500.00
Structural Excavation	115 cu.yd.	$ 9.00	1,035.00
Structural Excavation Below Elevation Shown	15 cu.yd.	10.00	150.00

Furnish 10 BP 42 Steel Piling	300 lin.ft.	$ 5.00	$ 1,500.00
Drive Steel Piles	10 only	90.00	900.00
Splice Steel Piles	3 only	35.00	105.00
Class "A" Concrete (205 C.Y.)	All Req. (56%)		15,680.00
Metal Reinforcement (48,900 Lb.)	All Req. (56%)		6,160.00
Metal Parapet Railing	177 lin.ft.	8.00	1,416.00
Preparation of Slopes	635 sq.yd.	3.00	1,905.00
Concrete Slab Riprap	635 sq.yd.	7.00	4,445.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	90 lin.ft.	4.00	360.00
			$ 36,156.00

Type Code X220
Canyonville O'xing at 5th St. (#7364A)(Sta. 53+11.71 to Sta. 54+00.29)
(Contract No. 6571)

Remodel 1st St. & 5th St. O'xing	All Req. (50%)		$ 2,000.00
Shoring, Cribbing, etc.	All Req. (50%)		500.00
Structural Excavation	115 cu.yd.	$ 9.00	1,035.00
Structural Excavation Below Elevation Shown	15 cu.yd.	10.00	150.00
Furnish 10 BP 42 Steel Piling	360 lin.ft.	5.00	1,800.00
Drive Steel Piles	8 only	90.00	720.00
Splice Steel Piles	2 only	35.00	70.00
Class "A" Concrete (163 C.Y.)	All Req. (44%)		12,320.00
Metal Reinforcement (37,600 Lb.)	All Req. (44%)		4,840.00
Metal Parapet Railing	177 lin.ft.	8.00	1,416.00
Preparation of Slopes	565 sq.yd.	3.00	1,695.00
Concrete Slab Riprap	565 sq.yd.	7.00	3,955.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	70 lin.ft.	4.00	280.00
			$ 30,781.00

Type Code X781
West Fork Inter. U'xing (#9372)(Sta. "B" 182+88.11)(Contract No. 6571)

Shoring, Cribbing, etc.	All Req.		$ 4,000.00
Structural Excavation	120 cu.yd.	$ 9.00	1,080.00
Structural Excavation Below Elevation Shown	20 cu.yd.	9.00	180.00
Class "A" Concrete (381 C.Y.)	All Req.		35,500.00
95'-100' Type 4 Prestressed Beams	10 only	2,500.00	25,000.00
Metal Reinforcement (69,500 Lb.)	All Req.		9,500.00
Preparation of Slopes	320 sq.yd.	3.00	960.00
Concrete Slab Riprap	320 sq.yd.	7.00	2,240.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	110 lin.ft.	4.00	440.00
			$ 78,900.00

Type Code X020
W. Fork Canyon Cr. (#9374)(S.W. of Sta. 185+00)(Contract No. 6571)

Shoring, Cribbing, etc.	All Req.		$ 6,500.00
Structural Excavation	220 cu.yd.	$ 10.00	2,200.00
Structural Excavation Below Elevation Shown	25 cu.yd.	10.00	250.00

Class "A" Concrete (276 C.Y.)	All Req.		$ 20,000.00
Metal Reinforcement (52,000 Lb.)	All Req.		6,300.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	30 lin.ft.	$ 4.00	120.00
			$ 35,370.00
	Subtotal		$ 181,207.00
	10% Engr. & Cont.		18,120.70
	Total		$ 199,327.70

Length of Roadway - - - - - - - - 4.265 Miles
Length of Two Structures- - - - 0.034 Mile
Total Length - - - - - - - - - - 4.299 Miles

Cost of Roadway Per Mile- - - - $938,397.51

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$4,002,265.39	$3,692,080.00	$310,185.39
Structures	199,327.70	183,870.00	15,457.70
	$4,201,593.09	$3,875,950.00	$325,643.09

Retained in P.S. and E. Status

Description	Total Cost	Federal Funds	State Funds
Work by California Pacific Co.	$ 4,500.00	$4,150.00	$350.00
Work by Pacific Power & Light	5,000.00	4,610.00	390.00
Work by Canyonville Water Dept.	1,200.00	1,100.00	100.00
	$10,700.00	$9,860.00	$840.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(46)96

CANYONVILLE-BEAR GULCH SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 11, 1965

Type Code 6201
Roadway (Sta. 492+74.71 Through Equa. 504+52.90= 30+09.93 to Sta. 245+00)

Clearing and Grubbing	All Required			$ 80,000.00
Removal of Curb and Gutter	7,100	lin.ft.	$ 1.00	7,100.00
Removal of Concrete Island	280	cu.yd.	10.00	2,800.00
Ditch Excavation, Unclassified	1,400	cu.yd.	3.50	4,900.00
General Excavation, Unclassified	1,620,700	cu.yd.	1.18	1,912,426.00
Toe Trench Excavation, Unclass.	17,800	cu.yd.	1.00	17,800.00
Overhaul	66,700	C-yd.sta.	0.40	26,680.00
Extra for Selected Subgrade Material	102,000	cu.yd.	0.20	20,400.00
Extra for Rock Slope Protection Material	45,200	cu.yd.	1.10	49,720.00
Extra for Rock Channel Protection Material	33,300	cu.yd.	1.00	33,300.00
Finishing Roadbed and Slopes	All Required			6,000.00
Rounding Cutbanks	16,000	lin.ft.	0.25	4,000.00
Trench Excavation	3,160	cu.yd.	5.00	15,800.00
Special Backfill in Drains	740	cu.yd.	7.00	5,180.00
Furnishing and Placing Topsoil	10,700	cu.yd.	3.00	32,100.00
Watering	3,000	M-gal.	3.00	9,000.00
3/4" - 0 Material in Stone Leveling Course	14,750	ton	1.35	19,912.50
3/4" - 0 Aggregate in Prime Coat	870	cu.yd.	4.50	3,915.00
RC-250 Asphalt in Prime Coat	135	ton	65.00	8,775.00
RS-1 Asphalt in Tack Coat	7	ton	100.00	700.00
Plant-Mix Stone Base	133,330	ton	1.35	179,995.50
Bituminous Base Mixture	25,700	ton	4.00	102,800.00
Asphalt in Bituminous Base Mixture	1,160	ton	37.00	42,920.00
Class "B" Asphalt Concrete Mixture	47,000	ton	4.25	199,750.00
Asphalt Cement in Mixture	2,600	ton	37.00	96,200.00
Class "A" Concrete in Box Culvert	430	cu.yd.	70.00	30,100.00
Class "A" Concrete in Fish Ladder	50	cu.yd.	70.00	3,500.00
Reinforcement in Box Culvert	78,000	lb.	0.15	11,700.00
Reinforcement in Fish Ladder	7,200	lb.	0.15	1,080.00
Loose Riprap	32,300	cu.yd.	2.00	64,600.00
12-inch Culvert Pipe	440	lin.ft.	3.75	1,650.00
15-inch Culvert Pipe	550	lin.ft.	4.25	2,337.50

18-inch Culvert Pipe	2,050 lin.ft.	$ 5.00	$ 10,250.00
24-inch Culvert Pipe	730 lin.ft.	8.00	5,840.00
36-inch Culvert Pipe	180 lin.ft.	14.50	2,610.00
60-inch Culvert Pipe	9 lin.ft.	40.00	360.00
8-inch Plain Storm Sewer Pipe, Extra Strength	115 lin.ft.	2.50	287.50
8-inch Plain Concrete Sanitary Sewer Pipe, Extra Strength	1,050 lin.ft.	3.00	3,150.00
6-inch Drain Pipe	1,350 lin.ft.	2.00	2,700.00
8-inch Drain Pipe	1,400 lin.ft.	2.50	3,500.00
12-inch Drain Pipe	2,570 lin.ft.	3.75	9,637.50
Salvaging and Re-Laying Pipe	22 lin.ft.	5.00	110.00
15-inch Culvert End Sections	3 only	35.00	105.00
18-inch Culvert End Sections	5 only	40.00	200.00
24-inch Culvert End Sections	2 only	55.00	110.00
36-inch Culvert End Sections	2 only	135.00	270.00
1¼-inch Electrical Conduit	40 lin.ft.	1.50	60.00
1½-inch Electrical Conduit	60 lin.ft.	2.00	120.00
Concrete Manholes	2 only	350.00	700.00
Concrete Inlets, Type G-1	11 only	150.00	1,650.00
Concrete Inlets, Type G-2M	21 only	170.00	3,570.00
Adjusting Manholes	3 only	100.00	300.00
Adjusting Inlets	1 only	50.00	50.00
Concrete Curbs	23 cu.yd.	55.00	1,265.00
Extra for A.C. Concrete Approaches	17 only	35.00	595.00
Guide Posts, W-1	250 only	7.50	1,875.00
Guide Posts, Y-2 and Y-3	165 only	8.50	1,402.50
Guard Rail	40,800 lin.ft.	2.50	102,000.00
Median Barrier	20,700 lin.ft.	3.75	77,625.00
Rail End Pieces	75 only	5.00	375.00
Guard Rail Blocks	6,500 only	1.75	11,375.00
Extra Guard Rail Posts	105 only	9.00	945.00
Salvage Guard Rail	825 lin.ft.	1.00	825.00
Remove Guard Rail	825 lin.ft.	1.50	1,237.50
Salvage Median Barrier	40 lin.ft.	2.00	80.00
Salvage Type 2 Barricade	440 lin.ft.	1.00	440.00
Guard Rail-Salvaged Guard Rail	825 lin.ft.	1.00	825.00
Guard Rail-Salvaged Type 2 Barricade	440 lin.ft.	1.00	440.00
Median Barrier-Salvaged Median Barrier	40 lin.ft.	1.25	50.00
Type 2 Fence	2,355 rod	10.00	23,550.00
Type 3 Fence	95 rod	20.00	1,900.00
4' Type 2 Single Gates	1 only	25.00	25.00
16' Type 2 Single Gates	4 only	100.00	400.00
16' Type 3 Single Gates	3 only	125.00	375.00
Salvaging Type 3 Fence	120 rod	6.00	720.00
Type 3 Fence-Salvaged	120 rod	10.00	1,200.00
Roadside Seeding	18 acre	125.00	2,250.00

Roadside Mulching	18 acre	$175.00	$	3,150.00
Grass Seed, Creeping Red Fescue	198 lb.	0.60		118.80
Grass Seed, Chewings Fescue	144 lb.	0.60		86.40
Grass Seed, Perennial Ryegrass	54 lb.	0.30		16.20
Grass Seed, Newport Bluegrass	90 lb.	0.80		72.00
Grass Seed, Dutch White Clover	54 lb.	0.80		43.20
Inorganic Fertilizer, 10-16-8	72 cwt.	6.00		432.00
Arch Culverts				
Lower Floor Slab	1,800 lin.ft.	90.00		162,000.00
Gravel Fill	250 cu.yd.	6.00		1,500.00
Extra Foundation Concrete	130 cu.yd.	80.00		10,400.00
Reinforce Existing Arch Rib	100 lin.ft.	180.00		18,000.00
Arch Culvert Extensions	1,000 lin.ft.	280.00		280,000.00
Wing Wall, Trench Excavation	300 cu.yd.	10.00		3,000.00
Wing Wall, Class "A" Concrete	500 cu.yd.	75.00		37,500.00
Wing Wall, Metal Reinforcement	72,000 lb.	0.14		10,080.00
Signing				
Sign Support Footings	All Required			2,950.00
Pipe Sign Posts	All Required			800.00
Single Sign Posts	All Required			7,250.00
Double Sign Posts	All Required			600.00
Painted Wood Sign Posts	All Required			2,100.00
Type "A" & "B" Signs in Place	1,567 sq.ft.	6.70		10,498.90
Type "C", "D" & "R" Signs in Place	735 sq.ft.	3.65		2,682.75
Type "E", "Y" & "G" Signs in Place	241 sq.ft.	3.80		915.80
Type "P" Signs in Place	36 sq.ft.	5.00		180.00
				$3,828,872.55
Flagging (57½ of the Contractor's Cost)	All Required		$	10,000.00
Slide Correction	All Required			100,000.00
Salvage Rest Area Appurtenances	All Required			300.00
Remove & Salvage Lighting Equipment	All Required			650.00
			$	110,950.00
Utilities				
Work by California Pacific Co.	All Required		$	4,500.00
Work by Pacific Power & Light	All Required			5,000.00
Work by Canyonville Water Dept.	All Required			1,200.00
			$	10,700.00
	Subtotal			$3,950,522.55
	10% Engr. & Cont.			395,052.25
	Total			$4,345,574.80
Credit for Monolithic Curb and Gutters Including Cement Adjustment	All Required		$	(15,266.32)
				$4,330,308.48

Type Code X2~~1~~2
Canyonville O'xing at 1st St. (#7324A)(Sta. 41+05.51 to Sta. 41+94.09)

Remodel 1st St. & 5th St. O'xing	All Required (50%)			$ 2,500.00
Shoring, Cribbing, etc.	All Required (50%)			4,000.00
Structural Excavation	115 cu.yd.	$	5.00	575.00
Structural Excavation Below Elevation Shown	15 cu.yd.		6.00	90.00
Furnish 10 BP 42 Steel Piling	300 lin.ft.		5.00	1,500.00
Drive Steel Piles	10 only		40.00	400.00
Splice Steel Piles	3 only		50.00	150.00
Class "A" Concrete (205 C.Y. @ $80.00)	All Required (56%)			16,486.40
Metal Reinforcement(48,900 Lbs. @ $0.13)	All Required (56%)			6,297.20
Metal Parapet Railing	177 lin.ft.		6.50	1,150.50
Preparation of Slopes	635 sq.yd.		2.00	1,270.00
Concrete Slab Riprap	635 sq.yd.		8.00	5,080.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	90 lin.ft.		4.50	405.00
				$ 39,904.10

Type Code X2~~1~~2
Canyonville O'xing at 5th St. (#7364A)(Sta. 53+11.71 to Sta. 54+00.29)

Remodel 1st St. & 5th St. O'xing	All Required (50%)			$ 2,500.00
Shoring, Cribbing, etc.	All Required (50%)			4,000.00
Structural Excavation	115 cu.yd.	$	5.00	575.00
Structural Excavation Below Elevation Shown	15 cu.yd.		6.00	90.00
Furnish 10 BP 42 Steel Piling	360 lin.ft.		5.00	1,800.00
Drive Steel Piles	8 only		40.00	320.00
Splice Steel Piles	2 only		50.00	100.00
Class "A" Concrete (163 C.Y. @ $80.00)	All Required (44%)			12,953.60
Metal Reinforcement (37,600 Lbs. @ $0.13)	All Required (44%)			4,947.80
Metal Parapet Railing	177 lin.ft.		6.50	1,150.50
Preparation of Slopes	565 sq.yd.		2.00	1,130.00
Concrete Slab Riprap	565 sq.yd.		8.00	4,520.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	70 lin.ft.		4.50	315.00
				$ 34,401.90

Type Code X761
West Fork Interchange U'xing (#9372)(Sta. L[n] 182+88.11)

Shoring, Cribbing, etc.	All Required			$ 3,000.00
Structural Excavation	120 cu.yd.	$	5.00	600.00
Structural Excavation Below Elevation Shown	20 cu.yd.		6.00	120.00
Class "A" Concrete (381 C.Y. @ $80.00)	All Required			30,480.00
95'-100' Type 4 Prestressed Beams	10 only		3,000.00	30,000.00
Metal Reinforcement (69,500 Lbs. @ $0.13)	All Required			9,035.00

Preparation of Slopes	320 sq.yd.	$ 2.00	$ 640.00
Concrete Slab Riprap	320 sq.yd.	8.00	2,560.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	110 lin.ft.	4.50	495.00
			$ 76,930.00

Type Code X020
N. Fork Canyon Cr. (#9374)(S.W. of Sta. 185+00)

Shoring, Cribbing, etc.	All Required		$ 8,000.00
Structural Excavation	220 cu.yd.	$ 5.00	1,100.00
Structural Excavation Below Elevation Shown	25 cu.yd.	6.00	150.00
Class "A" Concrete (276 C.Y. @ $80.00)	All Required		22,080.00
Metal Reinforcement (52,000 Lbs. @ $0.13)	All Required		6,760.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	30 lin.ft.	4.50	135.00
			$ 38,225.00
	Subtotal		$ 189,461.00
	10% Engr. & Cont.		18,946.00
	Total		$ 208,407.00

Length of Roadway - - - - - 4.265 Miles
Length of Two Structures- - 0.034 Mile
Total Length- - - - - - - - 4.299 Miles
Cost of Roadway Per Mile- - $1,055,760.78

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$4,330,308.48	$3,994,700.00	$335,608.48
Structures	208,407.00	192,200.00	16,207.00
	$4,538,715.48	$4,186,900.00	$351,815.48

CANYONVILLE-BEAR GULCH SECTION

PROJECT NO. I-5-2(46)96

PRESTRESSED BEAM QUANTITIES

Bridge No. 9372
95' to 100' Type 4 Prestressed Beams

Overhead	All Required		$ 150.00
Class "AA" Concrete	19.793 Cu.Yds.	$67.00	1,326.13
Metal Reinforcement	1,511 Lbs.	0.13	196.43
Prestressed Steel	2,483 Lbs.	0.50	1,241.50
			$2,914.06
		USE	$3,000.00

FINAL REPORT

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION		WEEK ENDING: March 17, 1967
		SECTION PREFIX: 610-1003
HIGHWAY: Pacific		COUNTY: Douglas
NAME OF JOB: Canyonville - Bear Gulch	KIND OF WORK: Grading, Paving, Structures & Signing	
CONTRACTOR: C. R. O'Neil	CONTRACT NUMBER: 6571	FEDERAL AID PROJECT NUMBER: I-5-2(46)96
DATE OF CONTRACT: April 17, 1965	DATE WORK STARTED: April 20, 1965	~~XXXXXXX~~ COMPLETION DATE: Nov. 4, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $4,325,803.36	SPECIFIED COMPLETION DATE: Sept. 30, 1966	PERCENT OF TIME ELAPSED: 106.5%
EXCLUSIVE OF ENGINEERING: $4,018,190.68	ENGINEERING AUTHORIZATION: $307,612.68	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $4,018,190.68	ENGINEERING COST TO DATE: $263,300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN ~~XXXXXXX~~ 2 %	PERCENT OF AUTHORIZATION: 86 %	DATE PROJECT WAS COMPLETED: 11-4-66

Semi-final was submitted today, March 17, 1967.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.26	4.26		4.00	4.26
MILES PARTIALLY COMPLETED					
MILES COMPLETED	4.26	4.26		4.00	4.26
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,620,120 cy	173,760 T		879 cy	47,000 T
TOTAL QUANTITIES CORRECTED TO DATE	1,620,120 cy	191,626 T		1,280 cy	47,265 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"		"	"
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear			
TUESDAY	Pt. Cloudy			
WEDNESDAY	Pt. Cloudy			
THURSDAY	Pt. Cloudy			
FRIDAY	Rain			
SATURDAY				

Routing

Morrison
Trout
Scott
Wirth
Litchfield
Olson

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MAR 17 1967
CONSTRUCTION
DIVISION

LEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Working on Semi-final Estimate.
TUESDAY	Working on Semi-final Estimate.
WEDNESDAY	Working on Semi-final Estimate.
THURSDAY	Working on Semi-final Estimate.
FRIDAY	Submitted Semi-final Estimate.
SATURDAY	

REMARKS

SIGNED K. D. Gunter LOCATION Box 1128, Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
DEC 27 1966
FOR FILING

December 27, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Statewide Inspection-in-Depth Summary
on Construction Signing and Flagging

The statewide inspection-in-depth report on construction signing and flagging has been received and reviewed. This report lists inadequacies in four areas as follows:

1. Inadequate or substandard barricades and channeling devices.

2. Improper positioning of signs.

3. Maintenance of signs inadequate.

4. Nonstandard signs being used.

In order to correct and clarify problems encountered in construction signing, as noted in your General Comments, the State is at the present time setting up a standard drawing which sets forth in general the minimum proper signing to be used in most problem areas. In addition, specifications are being written to standardize and set up controls as well as provisions for payment. There still remains some work to do on this but it will soon be ready for use.

We believe these new plans and specifications will improve and clarify our present procedures and correct the findings as noted in your report.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young

JHW:fp srb

Form CD-12: (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

RECEIVED
DEC 1 3 1966
CONSTRUCTION DIVISION

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 13, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Statewide Inspection-in-Depth Summary, Control No. 35-66-EID(85)44
Construction Signing and Flagging

We have been continuing our Statewide inspection-in-depth program, and throughout the months of July, August, and September have inspected the construction signing and flagging phase on the following projects:

#6829 I-80N-3(49)82, The Dalles-Fifteenmile Section
#6789 I-80N-7(15)320, Oxman-Bubbs Ranch Section
#6571 I-5-2(46)96, Canyonville-Bear Gulch Section
#6173 F-135(7), Burnside-Big Creek Section

You have previously been furnished copies of the reports for each inspection. Individual project deficiencies were discussed with your field personnel.

While the projects inspected were limited in number, our review indicated the following items are either repetitive or of sufficient importance that appropriate action should be taken on a Statewide basis to prevent recurrence on future projects.

1. Substandard or Inadequate Barricades, Channelizing Devices, or Lighting Devices Utilized in Directing Traffice through Detours

In general the detours were found to be adequately protected by advance warning signs; however, in some cases detours, as well as transitions from a 2 to 4 lane roadway, were not properly equipped with barriers and/or channelizing devices or adequate lighting devices for night operations. In other cases the construction barricades that were in use were substandard.

12-16-66 to orig to Milligan to Supv Wtmg

Recommendation

Standard barriers and channelizing devices such as barricades, cones, drums and sandbags conforming to the requirements of Section 5c of the AASHO MUTCD should be required wherever conditions warrant their

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

use. It is also recommended that for night time operations a flashing beacon be required at the gore point where roadways change from a 2-lane facility to a 4-lane facility in order to prevent wrong way movements.

2. Positioning of Signs Not in Proper Locations

The positioning of signs were in most cases considered adequate. In some situations; however, the distance between signs were found to be less than that specified by boththe AASHO MUTCD and Technical Bulletin No. 24. On one project inspected a flagman directing traffic was positioned in advance of a "Flagman Ahead" warning sign.

Recommendation

Signs, in order to be effective, should always be placed in positions where they will convey their messages most effectively as well as allow the driver sufficient time to absorb the message before having to act. It is recommended, therefore, that supplemental instructions be issued to all field personnel concerned emphasizing the need for adequate spacing and positioning of all signs throughout construction projects.

3. Maintenance of Construction Signing is Considered as Inadequate

In general the maintenance of construction signing and traffic control devices were found to be somewhat less than that considered acceptable. the major maintenance problems noted were signs tilted at improper angles, signs left in place when no longer applicable, the use of damaged or faded signs, and the use of substandard or damaged sign mounts.

Recommendation

It is recommended that periodic maintenance inspections conducted by a responsible member of both the engineering and contractor's staff be made mandatory. All maintenance inspections made and corrective actions taken should be fully documented in the project diaries.

4. Use of Nonstandard Signs

Most of the construction signs in place on one project inspected did not conform to the approved standards. The signs in use were made of a paper material which became quite wrinkled and faded when exposed to the weather. Of primary concern, however, was the white legend on a red background instead of the approved standard colors.

(more)

Recommendation

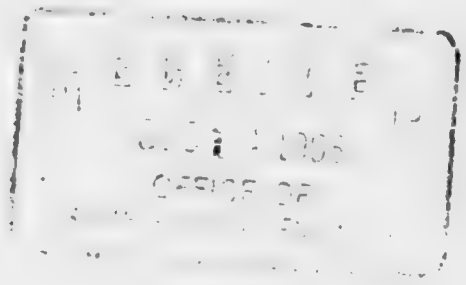
There is no objection to allowing the use of paper signs provided they are properly attached to an adequate support, free of wrinkles and have not become faded. The use of legend and background colors which do not conform to the requirements of the AASHO MUTCD is not recommended and should not be allowed under any circumstances. It is recommended, therefore, that instructions be issued to all responsible field personnel emphasizing the reasons for requiring the use of only standard construction signs in accordance with the AASHO MUTCD.

5. General Comments

The signing and other traffic control devices provided on the I-80N-3(49)82, the Dalles-Fifteenmile Creek project were considered outstanding when compared to that provided on other projects inspected. It is felt that this condition is due to the contract including a traffic control plan and providing provisions for reimbursing the contractor for furnishing all necessary traffic constrol devices. While it is recognized that special conditions and circumstances preclude prior planning of complete construction signing on all projects it is felt that traffic control plans should be made an integral part of the contract whenever possible. It is also believed that considerable benefit would result if preconstruction conferences with the contractor were attended by law enforcement agencies and utility companies involved.

Since the advent of this inspection-in-depth the State began a complete reevaluation of the entire construction signing on projects in the State. A standard design sheet covering uniform procedures, standard design features and sizes were furnished all Division offices for review and comments. The final approved standard sheet has just been completed and will be incorporated into the plans of all future construction projects. The contractor will be required to furnish and place these signs on all projects where traffic is involved with construction. Plans are now to have this work considered as a subsidiary obligation under other contract items.

This is considered as a major improvement by the State Highway Department in the safe handling of traffic, and we wish to commend you for taking this action.



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DEC 13 1966

FORM 2-35 REV. 10-65 SP°23401-734

FOR FILING

I-5-2(46)9
C-11

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1966

To: F. B. Klaboe
Asst. State Highway Engineer

BUILDING

SUBJECT: Canyonville-Bear Gulch Section
Pacific Highway
Contract No. 6571
C. R. O'Neil and Warren Northwest
(Subcontractor)
Failure of Arch Culvert

With reference to your inter-department letter of December 12 on this subject, I earlier received a copy of Mr. Morgan's letter to you of November 25, 1966, with your comments endorsed thereon.

In a telephone conversation on November 28, 1966, I informally but unequivocally advised Mr. Kobin that we would be unable to negotiate any compromise settlement on this matter.

Present information indicates it is a reasonable probability that litigation on this subject will be commenced within the early months of 1967.

Alan H. Johansen

ALAN H. JOHANSEN
Staff Attorney

AHJ:gw

cc: R. L. Porter
Tom Edwards
F. D. Morgan
Ivan Merchant
L. R. Chandler
G. E. Rohde

NOTED
F. B. KLABOE

RECEIVED
DEC 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 12 1966
FOR FILING

I 5-2 (46) 96

6571

Salem, Oregon 97310
December 12, 1966

Mr. Alan H. Johansen
Staff Attorney
B U I L D I N G

Canyonville-Bear Gulch Section
Pacific Highway, Contract No.
6571, C. R. O'Neil and Warren
Northwest (Subcontractor)
Failure of Arch Culvert

Reference is made to your recent letter concerning the failure of an arch culvert on this project. We have evaluated the circumstances surrounding this failure and it is our opinion that the State is in no way responsible for said failure.

I would therefore suggest that you advise Mr. Kobin that we do not wish to negotiate a compromise settlement on this matter.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

cc: R. L. Porter
Tom Edwards
F. D. Morgan
Ivan Merchant
L. R. Chandler

UMPQUA COMMUNITY COLLEGE

THE COMMUNITY COLLEGE OF DOUGLAS COUNTY

P.O. BOX 699 ROSEBURG, OREGON 97470

HARRY JACOBY,
President

CHARLES J. WINCHELL,
Clerk-Business Manager

RALPH SNYDER,
Dean Lower Division, Registrar

ROBERT MOLDENHAUER,
Dean Vocational-Technical

November 28, 1966

L. R. Chandler, Division Engineer
State Highway Department
1523 S.E. Cobb
Roseburg, Oregon

Dear Pappy:

Thank you for inviting our drafting technology class into your State Highway Engineering office recently. It is very seldom that a class has an opportunity to spend an evening with five professional engineers, and we want you to know that it was very beneficial to the students.

We know that during your forty years in engineering work you have been particularly interested in the young people who have come to work for you and have always encouraged them to complete their college training, thus being qualified for advancement in their field.

We appreciate very much the interest you have shown in the Umpqua Community College program and the inspiration you and the other engineers gave our students.

Yours truly,

Holden McTaggart

Holden McTaggart
Instructor

HM/pac

Copy to Klahre. ✓

ROSEBURG, OREGON
DEC - 2 1966
Assign ..... For .....
Reply .....
RECEIVED
STATE HIGHWAY COMMISSION

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NOV 28 1966

6571

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 25, 1966

NOTED
F. B. KLABOE

1190

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Canyonville-Bear Gulch Section
Pacific Highway
Contract No. 6571
C.R. O'Neil and Warren Northwest
(Subcontractor)
Failure of Arch Culvert
Assignment No. FBK 1190

We have considered the contents of Mr. Johansen's letter of November 17 and have also discussed it and reviewed the entire problem with Bridge Engineer Merchant. We are very reluctant to sanction a compromise by assuming any responsibility for the culvert failure. At one point in our discussions with the contractor, he contended the repair resulted in a betterment to the concrete segment and suggested we assume a portion of the cost on that basis. We do not agree that there has been a betterment.

There are many instances in construction work where something goes amiss, and, afterwards, hindsight shows that poor decisions were made or problems not recognized. If this were hourly rental type work, our position would be entirely different in that the scheduling, the construction techniques, and general plan of operation would be in our hands. The main point against us in this case is just our silence. Most of the actual facts surrounding this matter are well established. We have excellent pictures of the area after the culvert failure. Other similar culverts on the project are sound.

We still believe the liability or responsibility that may be attached to this silence is a legal matter and would be better determined by a court if the contractor chooses to carry it that far. We recommend against a compromise sharing of the repair costs, and Mr. Merchant shares this opinion.

F.D. Morgan
Construction Engineer

FDM/JAB:sg

cc: I.D. Merchant
L.R. Chandler

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NOV 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

11-28-66

Note to Johansen:

I agree with Morgan. Please do not compromise.

FBK
11-28-66 - Morgan discussed with Merchant.

Klaboe

FORM S.30 5064 10-58 SP*83401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 17, 1966

Salem, Oregon

To: F. B. Klaboe
Asst. State Highway Engineer

B U I L D I N G

SUBJECT: Canyonville-Bear Gulch Section
Pacific Highway
Contract No. 6571
C. R. O'Neil and Warren Northwest
(Subcontractor)
Failure of Arch Culvert

I understand that you are familiar with this problem, and have received factual reports thereon, including reports from Mr. Quiner and Mr. Sollis of a conference held on September 26, 1966.

As noted in the above-mentioned reports, we have been asked to express an opinion as to whether the State is under any obligation to participate in any portion of the repair costs, or whether the repair costs are solely the contractor's responsibility.

To begin by summarizing what is to follow, it is my opinion that if this question were to become the subject of litigation, the result would probably be on an "all or nothing" basis. That is, rather than a court adjudging some division of responsibility to be appropriate, it would be held to be solely the contractor's responsibility, or solely the State's responsibility. As to which party would be held responsible, this is impossible to forecast with any degree of assurance. A judicial decision could very possibly go either way, and from this standpoint alone, it might be deemed worthwhile to at least consider a sharing of the financial responsibility, if some acceptable apportionment of the costs could be arrived at with the contractor.

Generally, of course, a contractor is required to complete a project and to deliver the work in good condition at the end of construction. In the absence of some contrary provision in the particular contract, however, the contractor will be excused if the destruction or damage to the work is caused by some affirmative wrongdoing on the part of the owner, including providing defective plans and specifications.

In one case decided in Texas in 1907 (Lonergan vs. San Antonio Loan and T. Co., 104 S.W. 1061), it was held that a contractor was liable in damages for failure to complete his contract, where the building under construction fell down before completion, even where it was shown that the failure of the structure was due to defects in plans and specifications prepared by the owner's

Copies to Morgan & Klaboe.
See notes.
C

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OFFICE OF
STATE HIGHWAY ENGINEER

NOV 2 1966

architect. This, however, must be regarded as an exception to the general rule that an owner is responsible for losses caused by defects in plans or specifications provided by the owner or his agent. See Cohen, "Public Construction Contracts and the Law" (F. W. Dodge Corp., 1961), page 115.

In the instant case, I understand that the contractor contends, or may contend, that in preparing plans and specifications for this project, the State should have foreseen that the contractor would elect to obtain crushed material from the cut to be built near this culvert, and that due to space restrictions in the area the contractor would probably stockpile material on top of this culvert. The contractor's attorney has advised me that his clients regard this as the only economically feasible way of doing the job, at least if materials were to be produced from this cut at all. Mr. Quiner has suggested, and may have informally suggested to a contractor's representative early in the job, that it would have been possible by leveling an area across the road, to stockpile some part of the materials across the road by use of an overhead conveyor. However, I also understand that once the rock production had started and the stockpiling of materials had been commenced, no such suggestion was made to the contractor by any representative of the State.

If, in fact, we should have reasonably foreseen the need to stockpile at least part of the materials in the area over this culvert, assuming that the cut was used as a source of materials, then we might be faced with a reasonable contention that this was a case of defective plans and specifications, in that the contract documents did not undertake to advise the contractor that stockpiling a substantial quantity of materials over this culvert might result in damage thereto.

Some indirect precedent for a contrary view is found in Garafano Construction Co. vs. State of New York, 207 Misc. 760 (1954), Aff'd. 4 NY 2d 748, where the contractor sued the state for damages that were sustained during the progress of the work. A fire was caused by a truck, which crashed into the timber support of a bridge under construction. The falswork to support the poured concrete was originally specified to be held in place by steel beams to afford a span without obstructing traffic. Because of wartime restrictions then in effect, it was necessary to revise the plan and use wooden beams with a center support. In the fire the wooden falswork was destroyed, and the bridge structure was damaged. The court, in deciding against the contractor, held that the redesigned falswork support design, apparently prepared by the contractor, was not the responsibility of the state, and that the contractor was under a contractual obligation to deliver a completed and undamaged bridge.

In our case, it appears that there was no actual redesign of the project, but it can be argued that the contractor's election to stockpile materials on top of the culvert was analogous to the New York contractor's election to use

wooden beams with a center support. In both instances, the contractor might argue that the State should not stand by and allow the contractor to operate by a method which proved to be hazardous, and in our case as well as in the New York case it might be held that nevertheless the election as to mode of operation was that of the contractor and that the State was not responsible.

Our case is somewhat complicated by the exception in Article 7-32 of the Standard Specifications, where it is stated that the contractor shall be responsible for any injury to the work occasioned by any cause, at his own expense, "except that injuries or damages due to unforeseeable causes beyond the control of and without fault or negligence of the contractor, including but not restricted to acts of God, acts of the public enemy and acts of governmental authorities will not be the financial responsibility of the contractor." Although this provision does not specifically state that the State will bear the financial responsibility in cases of damage falling within the exception, this seems to be the only possible alternative, since if a case is within the exception it is not the financial responsibility of the contractor.

Our obvious argument here is that the damage in question was not unforeseeable or beyond the control of the contractor. The contractor's obvious reply is that if it was foreseeable to him that stockpiling the materials in the area chosen might cause damage to the culvert, it was also foreseeable to the State and we should have warned him of the danger, particularly since the design both of the original culvert and of the new project were performed by the State.

Such cases as have been found involving the meaning of language similar to that used in the exception in Article 7-32, are of only slight assistance. Several courts have used language to the effect that "conditions beyond control," and similar phrases, refer to some unforeseeable act of God or other extraordinary cause which could not reasonably be anticipated by the parties. See, e.g., Vernon Lumber Co. vs. Harcen Construction Co., 60 F. Supp. 555; Werbin, Legal Guide (Vol. 2) pp. 49-52.

In the Vernon case, supra, it was held that where a seller of goods was unable to obtain the goods from its supplier because of wartime priorities, this was not a condition beyond the seller's control, and that he was liable to the buyer upon failure to delver the goods.

On the other hand, it has also been held that substantial delay caused by encountering an unusual mixture of mud and clay called gumbo was a cause beyond the contractor's control, thereby excusing the duty of completion by the specified date. Carolina Spruce Co. vs. Black Mountain R. Co., 201 S.W. 154, cited in Werbin, supra, at pp. 54-56. In that case the court said, in effect, that a cause beyond a contractor's control is one which occurs without his negligence. See also Chicago, etc. R. Co. vs. U. S., 194 F. 342; Kelley vs. Alexander Lumber Co., 4 S.W. 2d 523.

Thus, it is believed that if the present dispute is litigated, it will become a question of fact whether or not the damage in question was within the exception set forth in Article 7-32. If so found, the State would be held responsible for the full amount of repairs; if not, the contractor would be held wholly responsible.

Assuming that the trier of fact (jury or judge) found that the danger, although not in fact foreseen by either party, was reasonably foreseeable by the contractor, there might still be a question, despite the exculpatory language of the contract, whether under the circumstances of this case the State was also under a duty to foresee the danger and, if so, whether we can be held responsible for the results of our failure to foresee the danger and warn the contractor thereof. As to this secondary question, I believe the probabilities are in our favor, but have been able to find no direct legal authority one way or the other.

Thus, as indicated at the beginning of this letter, the outcome of litigation upon this issue is considerably beclouded, both as to factual and legal questions. Aside from these somewhat technical considerations, it appears to be a not unreasonable view that from a practical standpoint both parties were somewhat responsible; if that view is accepted, it seems to follow that both parties should bear some portion of the resulting cost. In this connection, I understand that although our personnel did not in fact consider the question whether stockpiling the materials in this area was endangering the culvert, if they had considered the question they would have recognized the danger and put a stop to this operation.

As indicated at the time of the conference on September 26, the contractor would like for the State to participate in the repair costs to some undesignated extent. I tried unsuccessfully to get the contractor's attorney, Mr. Kobin, to specify some particular proposition, either in terms of dollars or percentages, but he said it was his opinion that this was a matter which should be worked out between his clients and our engineering personnel, if we are agreeable in principle to some degree of participation in the repair costs. He also said that if we flatly refused, he was certain that his clients would proceed with legal action to recover the repair costs.

Mr. Kobin has recently been pressing me for some answer as to whether we will or will not participate in the repair costs. I understand that the project has been finished, and that the contractor and subcontractor and their respective insurers want to know who has to budget how much money for this matter. Accordingly, I would appreciate a decision on this matter as soon as possible.

AHJ:gw
cc: Tom Edwards
F. D. Morgan
L. R. Chandler
Ivan Merchant, G. E. Rohde, Jack Sollis

ALAN H. JOHANSEN
Staff Attorney

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OREGON
STATE HIGHWAY COMMISSION

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NOV 28 1966

FORM E-122X 50M 4-63

STATE CO

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6571

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 15, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 4, 1966, on Contract No. 6571, Canyonville-Bear Gulch Section, in Douglas County, in connection with Federal-Aid Project No. I-5-2(46)96.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: November 21, 1966

Conditions noted on above date:
Project satisfactorily completed; inspection made November 17, 1966.

A. W. Parsons
Division Engineer

By: M E Martin
M. E. Martin
District Engineer

Report to Young
11-28-66

PVR:

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NOV 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 3 - 1966
FOR FILING
I-5-2(46)96
6571

1075

September 30, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Canyonville - Bear Gulch Section
Project No. I-5-2(46)96
Contract No. 6571
Asphaltic Concrete Core Reports

This year we have A.C. core drills in each division for the primary purpose of providing the Resident Engineer and contractor with an indication as to whether or not the required compaction has been acquired.

The field tests taken on this project also indicated that the required compaction was not being obtained; the paving contractor, Warren Northwest, was so informed. They have elected to re-roll the sections represented by the failing tests as provided in Article 320-3.13 of our Standard Specifications. It is anticipated that this will commence next week, favorable weather permitting. Upon completion of this re-rolling, these sections will again be cored to see if compaction requirements have been met.

If at the completion of the project there are any deficient areas, a penalty will be assessed for the deficient densities in accordance with our present policy.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
L. R. Chandler (Enc.)

MDG:fp srb

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: September 22, 1966

08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-2(46)96
Canyonville-Bear Gulch Section
Asphalt concrete core reports

Review of recent core reports submitted for the above project shows low densities for the top lift of pavement as represented by a substantial number of cores taken from Station 117 to Station 238.

Since the specified minimum density of 92% of laboratory density represents only approximately 88% of theoretical maximum density, it appears that the specified minimum density could have been achieved without difficulty. We realize that no provision has been made in this contract for the assessment of liquidated damages for deficient densities. However, we believe an adjustment in payment should be considered.

May we please have your comments?

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OFFICE OF
9-26-66

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SEP 30 1966

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6571

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1966

To: G. E. Rohde
Chief Counsel

OFFICE

SUBJECT: Culvert Failure at Highway
Engineer's Centerline
Station 94+18
Canyonville-Bear Gulch Section
Pacific Highway
Contract No. 6571
C. R. O'Neil and Warren Northwest

On September 26, 1966, the following people were present in Mr. Morgan's office to discuss a claim of the above contractors resulting from the failure of a 20-foot culvert under the highway at Station 94+18:

John Quiner - Asst. Division Engineer from Roseburg
C. R. O'Neil - Contractor
K. D. Limbocker - Resident Engineer from Roseburg
Arthur M. James - Consulting Engineer
David D. Mengel - Warren Northwest
Norm Kobin - Attorney for O'Neil and Warren
John A. Bond - Staff Assistant in Construction Division in Salem
Charles L. Kobin - Of attorneys for O'Neil and Warren
Al Rear - Bridge Section in Salem
Jack L. Sollis - Staff attorney and writer
F. D. Morgan - Construction Engineer in Salem

NOTED
F. B. KLABOE

The factual situation is that the culvert is a 20-foot arch culvert. The existing culvert under the highway at the time of construction was of reinforced concrete and during the widening of the highway, the culvert was extended by the use of a bolted multi-plate metal culvert as a bid item. Near the completion of the job it was noted by one of our inspectors that the cement foundation for the metal portion of the culvert was cracking and that the existing concrete culvert had failed in that the metal reinforced bars had broken through the cement and bent inward over a length of 40 feet on the existing culvert.

In addition to 32 to 37 feet of fill over the culvert the contractor put a stockpile of material approximately 29 feet high over the culvert with a

base width of about 138 feet. The contractor was also doing some blasting in solid rock a short distance from the culvert and also had a rockcrusher in operation approximately 150 feet from the culvert.

The contractor's theory is that the existing concrete culvert was of marginal design to handle the additional fill placed over it by reconstruction of the highway. However, our engineers do not agree with this theory. The contractor's engineer did admit that the multi-plate was of sufficient design to withstand the load of the fill as required under the contract.

The failure was explained by Mr. James, a Consulting Engineer for the contractor, by saying that the multi-plate, being slightly flexible, became deformed because of the excess weight over it; therefore, placing an additional weight on the concrete, causing it to buckle and in turn caused the multi-plate to fail additionally. Mr. Quiner does not agree with this theory.

In the contract, in addition to attaching the multi-plate section of the culvert to the existing concrete culvert, the contractor deepened the channel through the concrete culvert and put a floor in it as per the terms of the contract.

Prior to the commencement of the contract Mr. Limbocker, our Resident Engineer, had gone over the area with the contractors and explained to them that they had a limited area in which to stockpile their rock if they were to take it from the rock cut in the area, which would make it most economical for their operation. Mr. Quiner stated that the contractor could have leveled an area across the highway and made the stockpile there by using an overhead conveyor.

The contractor has made temporary repairs to the culvert and is now in the process of making permanent repairs which will total approximately $42,000 for both the temporary and permanent repairs. The contractor argues that we will have a betterment to the existing culvert because of the replacement work and should participate in that cost; our engineers do not agree to this point.

The contractor also maintains that we should participate in the entire cost of the temporary and permanent repairs because we did not warn the contractor that by placing his stockpile site over the culvert, there was a possibility that the additional weight of the stockpile site would cause the culvert to fail. Mr. Kobin, the attorney for the contractor, was quite emphatic on this point and felt that we had a duty to warn the contractor that he was placing the stockpile site over the culvert at his own risk. He maintains that we gave tacit approval to their putting the stockpile site over the culvert by not saying anything to them and therefore the failure of the culvert is just as much our fault as it is theirs.

Mr. Kobin feels that Section 727 of the Standard Specifications does not apply to this situation but that Section 732 is applicable. He also feels that Section 95 and Section 96 are applicable to this situation.

After discussing the matter further with Mr. Limbocker and Mr. Quiner, I feel that the entire claim revolves around one point. Was the Highway Department under a duty to advise the contractor that he was placing the stockpile site over the culvert at his own risk and that if any damage ensued to the culvert he would be responsible?

It is my feeling that we were not under duty inasmuch as the contractor was aware of the existence of the culvert, and his engineers should have been aware of the maximum load over and above the fill that this portion of the culvert could sustain.

In conclusion, it should be noted that both the contractor and highway personnel admit that neither one of them considered the fact that the placing of the stockpile site over the culvert might cause it to fail.

Therefore, as above stated, the only legal question is, were we under a duty to warn the contractor that he was placing a stockpile site over a culvert at his risk.

JACK L. SOLLIS
Staff Attorney

JLS:ja;gw

cc: Frank C. McKinney
F. D. Morgan
John A. Bond
John Quiner
Al Rear
K. D. Limbocker
F. B. Klaboe
Alan Johansen

SEP 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Form 2-302—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are req...
GI-P
Date SEP 13 1966
...s
...Dist. Engineer
U.S. Bureau of Public Roads

Project Name Canyonville-Bear Gulch Date September 21, 1966

Highway Pacific Contract No. 6571

County Douglas Prefix 610-1003

Contractor C. R. O'Neil F. A. Project No. I-5-2(46)96

Address Route 2, Box 95 Creswell, Oregon Order No. 12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish & install concrete anchors for median barrier rail on 1st and 5th Street structures.

Location by station numbers:

41+05 to 41+95 and 53+11 to 54+00

Estimate of quantities and cost:

Labor	$165.00	
Equipment	295.00	
Material	35.00	
	$495.00	Total Estimated Cost
Net Cost to the Project		$495.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

There was no method to hold the median barrier rail set up on this contract.
Telephone approval for this work has been received.
This work has not been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,325,803.36	
Present estimate of project cost, including $495.00 for work under this order	$4,325,803.36	
Expected under-run / over-run amount	$ 0.00	
Expected under-run / over-run per cent	0	

Submitted by: /s/ K. D. Limbocker, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer. Salem Bridge Engineer or Office Engineer.

State Printing

10-17-66

Form B-900—66

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date 9 9 1966 By W E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Canyonville-Bear Gulch Date September 15, 1966

Highway Pacific Contract No. 6571

County Douglas Prefix 610-1003

Contractor C. R. O'Neil F. A. Project No. I-5-2(46)96

Address Route 2, Box 95, Creswell, Oregon Order No. 11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Put in one Type "A" Footing for Sign No. 8 as shown on O.S.H.D. T.E.D. drawing S-327. This footing had been previously poured, as per the plans, and was located in the ditch line draining the easterly and westerly sides of the "E2" line and a portion of the "L" line. Maintaining the footing in this position would have diverted this drainage into Canyonville.

Location by station numbers:

52+00 Lt.

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SEP 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Equipment	$ 40.00
Material	60.00
Labor	50.00
Total Cost	$150.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Negotiations with the contractor were not successful in arriving at a satisfactory price. An Order for Extra Work is the most equitable method of payment.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 4,325,803.36
Present estimate of project cost, including $ 150.00 for work under this order	$ 4,325,803.36
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem office

Submitted by: /s/ K. D. Limbocker, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Young 9-28-66

RECEIVED
SEP 8 - 1966
FOR FILING

I-5-2(46)96

6-11

1004

September 7, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Inspection-in-Depth Report
08-35-DA, Signing and Flagging
Canyonville-Bear Gulch Section
Pacific Highway
Project: I-5-2(46)96

Dear Sir:

As per your request, following are comments regarding the several minor points of deficiency noted in Signing and Flagging as covered in the recent Inspection-in-Depth Report on the Canyonville-Bear Gulch Section:

Of the four items mentioned, action was taken at the time of inspection to correct the deficiencies as mentioned in your report on Item No. 2, Excessive Signs, and Item No. 4, Sign Spacing.

Concerning Item No. 1, Detours: It was found that the discrepancies were discussed with our Resident Engineer by your Mr. Paul Riedl and the following action was immediately taken:

(a) Placed six red barrels with yellow scotchlite stripes to delineate curvature as suggested by Mr. Riedl.

(b) Added additional slow and detour signs.

(c) Installed flashing beacon in gore facing northbound traffic.

It is reported that there has been no trouble in the area since installation.

Item No. 3, Maintenance of Signs: Regarding your criticism of signs—on this project, one laborer was detailed to check and clean existing installations at least once every

two days. This is a continuing operation and it will be further policed to insure that proper installation, cleanliness, et cetera, will be maintained.

It should be mentioned here that a concerted study is now in progress regarding signing on construction projects. A report will be made on this phase in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
L. R. Chandler (Enc.)

JHW:bjm srb

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 25, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(46)96
Canyonville - Bear Gulch Section
Pacific Highway
Inspection-in-Depth Report

Attached is an inspection-in-depth report covering construction signing and flagging on the subject project. This was the first inspection of a Statewide inspection-in-depth.

The findings brought out several minor points concerning the subject project, some of which were corrected on the spot. We request that you advise this office of remedial actions taken or contemplated in connection with the other deficiencies noted in this report.

Enclosure

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Sims
Wilt
Litchfield
Olson

RECEIVED
AUG 30 1966
CONSTRUCTION
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

66-RID-(8)17

FORM PR-33D (REV. 10-65) CR: Wash DC Div Ltn Region (3 cys) Admin.Mgr. OSHD (Kibbe) File 439 Riedl, Area Engr

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Douglas	I-5-2(46)96

DATE OF INSPECTION	PHASE(S) INSPECTED
7/27-28/66	Construction Signing and Flagging

INSPECTION MADE BY	IN COMPANY WITH
P. V. Riedl, Area Engineer W. H. Bryant, Assistant Area Engineer	E. D. Limbacher, Res Engr, OSHD

REPORT PREPARED BY
W. H. Bryant, Assistant Area Engineer

PROJECT INCLUDES

☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☒ OTHER (Specify) Signing

CONTRACTOR (Name and address)	CONTRACT AMOUNT
C. E. O'Neil Route 2, Box 95 Creswell, Oregon	$ 3,723,506.53
	PROJECT STATUS (% comp.) 90%

LOCATION The project is located on the Pacific Highway with the northerly end of the project at Sta 402+74.71, which is 0.44 miles northerly from First Street in Canyonville. The southerly end is at Sta 245, 3.32 miles southerly of the south city limits of Canyonville. The overall length of the project is 4.29 miles.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION. (Part of a Statewide inspection-in-depth)

CANYONVILLE - BEAR CREEK SECTION
PACIFIC HIGHWAY
Grading, Paving, Structures, and Signing

A. SCOPE OF INSPECTION

This inspection covered the construction signing and flagging portion of the contract. All notes taken and appropriate check sheets are on file in the Division office. The project was inspected both at night and during daylight hours for adequacy of the signing, flagging, and other traffic control devices being employed. Overall, this project is considered to be in a satisfactory condition with the existing construction signing and flagging, with the exception of those items listed under SUMMARY OF FINDINGS AND RECOMMENDATIONS, adequate and in substantial conformity with the approved plans, specifications, and Technical Bulletin No. 24, Oregon Manual on Uniform Traffic Control Devices for Streets and Highways, made a part of the specifications by reference.

(more)

EDITION OF (8-64) IS USABLE

B. SUMMARY OF FINDINGS AND RECOMMENDATIONS

1. Detours

In general the detours were well protected by adequate advance warning signs; however, the detour immediately south of the crushing operations (Sta 4-103 area) and the transition from a two to four lane roadway at the north end of the project was not adequately equipped with barriers and/or channelizing devices or suitable lighting devices for night operations.

Recommendations

Steps taken to insure the installation and maintenance of adequate barriers and channelizing devices, such as barricades, Type 2 guardrails or drums (painted with at least two horizontal, circumferential white stripes, 4 to 6 inches wide) at each point. It is also recommended that a flashing beacon be installed at the gore point where the roadway changes from a two-lane facility to a four-lane facility.

2. Excessive Signs

At the north end of the project, facing southbound traffic, two "Length of Construction" signs were in place. The first sign (installed by State maintenance forces) indicated road construction for the next 22 miles; whereas, the next sign (installed by the contractor) indicated only 5 miles of construction.

Recommendations

The sign indicating construction for the next 5 miles was considered unnecessary and meaningless because the roadway was actually under construction for the next 22 miles (three separate projects involved). Since in this instance the use of both signs, rather than improving traffic conditions, could prove confusing to the motorists, it was recommended that the 5-mile sign be removed. The resident engineer agreed and took necessary steps to have the sign removed. No further action is considered necessary.

(more)

3. Maintenance

In general the maintenance of the signing was found to be somewhat less than that considered acceptable. Lack of adequate reflectorization of movable delineators, replacement of damaged signs, adjustment of signs tilted at improper angles, and removal of signs no longer applicable were the major conditions noted.

Recommendations

In order to insure adequate maintenance of all signs as well as other traffic control devices being used, it is recommended that periodic maintenance inspections be conducted by the resident engineer in the company of the contractor's representative. The inspection should include, but not be limited to such items as legibility, visibility, replacement of damaged signs and other devices, and the immediate removal of inapplicable signs.

4. Sign Spacing

The spacing of signs was generally adequate throughout the project; however, the spacing of several signs at the south end of the project was less than that specified by Technical Bulletin No. 24. The spacing of signs in this area was only 125 feet instead of the recommended minimum 250 feet.

Recommendations

It was recommended that the signs in question be spaced at least 250 feet apart as specified. The resident engineer agreed and took necessary steps to have the signs spaced properly. No further action is considered necessary.

Remarks

The movement of traffic as well as the safety of traffic operations must be recognized as an essential part of any construction project. Since the problems of highway traffic control, especially within construction zones, are enormously complex it is apparent that care must be exercised to make certain that traffic control problems are not left to the whims and responsibility of untrained and inexperienced personnel. For these reasons it is considered essential that an adequately

(more)

trained and experienced traffic engineer be directly responsible for making certain that the signing and other traffic control devices used or proposed for use on construction projects are adequate for the safety of the traveling public, as well as the construction personnel involved.

While it is recognized that no one standard sequence of signs or other control devices can be set up as an inflexible arrangement for all situations which might arise on construction projects, it is felt that minimum standards can be established for the more common situation such as detours, transitions from 2 to 4 lane roadways, and transitions from 4 to 2 lane roadways. It is also felt that since common situations such as those mentioned above are apparent prior to the contract award a more uniform and pleasing result would be obtained if a bid item was included in the contract for providing and maintaining all necessary traffic-control devices.

RECEIVED
OCT 1 1966

FILING I-5-2(46)96

Form CD-121 (11-60) (Pres. by A.O. 206-10)

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6571

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 6, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-2(46)96
Canyonville - Bear Gulch Section
Pacific Highway
State Work Order No. 4

Reference is made to Mr. Young's letter of August 31, 1966, concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $1,399.94 with Federal participation of $1,259.95.

Enclosure

REFERRED TO
[illegible] Wenck.
BY ASST. STATE HWY. ENGR.
9-14-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form A-106—8M

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 26 1966 By GL-P Engr. Coordinator
Dist. Engineer
U.S. Bureau of Public Roads
Order No. 4

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name Canyonville - Bear Gulch Section Date August 19, 1966

Highway Pacific Contract No. 6571 F. A. Project No. I-5-2(46)96

County Douglas Prefix 610-1003 Account No. 278-04

Description of Work To Be Done: Permanent striping of entire section as indicated below.

Location by Station Numbers: 492+74.71 to 504+52.90
30+00 to 245+00

Estimate of Quantities and Costs:

Item No. 1: 4" broken lane line.
8.28 miles at $29.00 per mile = $ 240.12

Item No. 2: 4" solid line
0.11 miles at $60.00 per mile = 6.60

Item No. 3: 3" solid shoulder line
21.07 miles at $46.00 per mile = 969.22

Item No. 4: Incidental Interstate Pavement Legend
8 hours at $23.00 per hour = 184.00

GRAND TOTAL $1,399.94

Explanation:

The contractor is not specialized in this field, therefore this work can best be accomplished by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,325,803.36
Present estimate of project cost, including $1,399.94 for work under this order	$4,325,803.36
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ K. D. Limbocker, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
SEP 1 1966

Form CR-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

FOR *Memorandum*

I-5-2(46)96

6511

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 1, 1966

In reply refer to: 08-35.6

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-2(46)96
Canyonville - Bear Gulch Section
Repair of Damaged Culvert

With reference to Mr. Merchant's letter of August 16 we will accept the project when satisfactorily completed. The warranty which we recommended that you obtain from the contractor was primarily for the protection of the State. In the event the subject culvert requires any further remedial work in the future the cost of such work will naturally be a maintenance item and therefore without Federal participation.

Copy to Merchant
9-6-66

NOTED
TOM EDWARDS

RECEIVED
SEP 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 1 - 1966
FOR FILING

August 31, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 278 covering permanent pavement striping throughout the project on the Canyonville - Bear Gulch Section of the Pacific Highway in Douglas County, Contract No. 6571 in connection with Federal-Aid Project No. I-5-2(46)96.

This work is necessary for the protection and guidance of the travelling public.

The contractor does not have the equipment or personnel to do this work. The State has trained personnel and specialized equipment to do the work more economically and expeditiously than by separate contract.

This project was awarded prior to April 26, 1966. Funds are available from deleted seeding and mulching on Project U-318(10) and SU-466(4) to cover the cost of striping on this Project I-5-2(46)96.

This work was tentatively recommended for approval by the BPR Area Engineer August 26, 1966. Your approval as of that date, under the provisions of PPM 21-6.2 on actual cost basis, is requested.

The estimate amount of the order is $1,399.94 with Federal participation of $1,259.95.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

CWT:kc

L. H. Young
Office Engineer

RECEIVED
AUG 30 1966
FOR FILING

Form CD-121 (11-63) (Prec. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 25, 1966

In reply refer to: 08-35-DA

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(46)96
Canyonville - Bear Gulch Section
Pacific Highway
Inspection-in-Depth Report

Attached is an inspection-in-depth report covering construction signing and flagging on the subject project. This was the first inspection of a Statewide inspection-in-depth.

The findings brought out several minor points concerning the subject project, some of which were corrected on the spot. We request that you advise this office of remedial actions taken or contemplated in connection with the other deficiencies noted in this report.

Enclosure

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

35-Do-1IP-(8)17

FORM PR-33D (REV. 10-65) cc: wash HC thru Region
Region (3 cys)
Admin.Mgr. Colm(Klabee)
File 439 Riedl, Area Engr

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Douglas	I-5-2(46)96

DATE OF INSPECTION	PHASE(S) INSPECTED
7/27-28/66	Construction Signing and Flagging

INSPECTION MADE BY
P. W. Riedl, Area Engineer
W. H. Bryant, Assistant Area Engineer

IN COMPANY WITH
K. D. Linbacher, Res Engr, OSHD

REPORT PREPARED BY
W. H. Bryant, Assistant Area Engineer

PROJECT INCLUDES
☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☒ OTHER (Specify) Signing

CONTRACTOR (Name and address)
C. E. O'Neil
Route 2, Box 95
Creswell, Oregon

CONTRACT AMOUNT
$ 3,723,508.53

PROJECT STATUS (% comp.)
90%

LOCATION The project is located on the Pacific Highway with the northerly end of the project at Sta 492+74.71,which is 0.44 miles northerly from First Street in Canyonville. The southerly end is at Sta 245, 3.32 miles southerly of the south city limits of Canyonville. The overall length of the project is 4.29 miles.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION. (Part of a Statewide inspection-in-depth)

CANYONVILLE - DEAR GULCH SECTION
PACIFIC HIGHWAY
Grading, Paving, Structures, and Signing

A. SCOPE OF INSPECTION

This inspection covered the construction signing and flagging portion of the contract. All notes taken and appropriate check sheets are on file in the Division office. The project was inspected both at night and during daylight hours for adequacy of the signing, flagging, and other traffic control devices being employed. Overall, this project is considered to be in a satisfactory condition with the existing construction signing and flagging, with the exception of those items listed under SUMMARY OF FINDINGS AND RECOMMENDATIONS, adequate and in substantial conformity with the approved plans, specifications, and Technical Bulletin No. 24, Oregon Manual on Uniform Traffic Control Devices for Streets and Highways, made a part of the specifications by reference.

(more)

B. SUMMARY OF FINDINGS AND RECOMMENDATIONS

1. Detours

In general the detours were well protected by adequate advance warning signs; however, the detour immediately south of the crushing operations (Sta L-103 area) and the transition from a two to four lane roadway at the north end of the project was not adequately equipped with barriers and/or channelizing devices or suitable lighting devices for night operations.

Recommendations

Steps taken to insure the installation and maintenance of adequate barriers and channelizing devices, such as barricades, Type 2 guardrails or drums (painted with at least two horizontal, circumferential white stripes, 4 to 6 inches wide) at each point. It is also recommended that a flashing beacon be installed at the gore point where the roadway changes from a two-lane facility to a four-lane facility.

2. Excessive Signs

At the north end of the project, facing southbound traffic, two "Length of Construction" signs were in place. The first sign (installed by State maintenance forces) indicated road construction for the next 22 miles; whereas, the next sign (installed by the contractor) indicated only 5 miles of construction.

Recommendations

The sign indicating construction for the next 5 miles was considered unnecessary and meaningless because the roadway was actually under construction for the next 22 miles (three separate projects involved). Since in this instance the use of both signs, rather than improving traffic conditions, could prove confusing to the motorists, it was recommended that the 5-mile sign be removed. The resident engineer agreed and took necessary steps to have the sign removed. No further action is considered necessary.

(more)

3. Maintenance

In general the maintenance of the signing was found to be somewhat less than that considered acceptable. Lack of adequate reflectorization of movable delineators, replacement of damaged signs, adjustment of signs tilted at improper angles, and removal of signs no longer applicable were the major conditions noted.

Recommendations

In order to insure adequate maintenance of all signs as well as other traffic control devices being used, it is recommended that periodic maintenance inspections be conducted by the resident engineer in the company of the contractor's representative. The inspection should include, but not be limited to such items as legibility, visibility, replacement of damaged signs and other devices, and the immediate removal of inapplicable signs.

4. Sign Spacing

The spacing of signs was generally adequate throughout the project; however, the spacing of several signs at the south end of the project was less than that specified by Technical Bulletin No. 24. The spacing of signs in this area was only 125 feet instead of the recommended minimum 250 feet.

Recommendations

It was recommended that the signs in question be spaced at least 250 feet apart as specified. The resident engineer agreed and took necessary steps to have the signs spaced properly. No further action is considered necessary.

Remarks

The movement of traffic as well as the safety of traffic operations must be recognized as an essential part of any construction project. Since the problems of highway traffic control, especially within construction zones, are enormously complex it is apparent that care must be exercised to make certain that traffic control problems are not left to the whims and responsibility of untrained and inexperienced personnel. For these reasons it is considered essential that an adequately

(more)

trained and experienced traffic engineer be directly responsible for making certain that the signing and other traffic control devices used or proposed for use on construction projects are adequate for the safety of the traveling public, as well as the construction personnel involved.

While it is recognized that no one standard sequence of signs or other control devices can be set up as an inflexible arrangement for all situations which might arise on construction projects, it is felt that minimum standards can be established for the more common situation such as detours, transitions from 2 to 4 lane roadways, and transitions from 4 to 2 lane roadways. It is also felt that since common situations such as those mentioned above are apparent prior to the contract award a more uniform and pleasing result would be obtained if a bid item was included in the contract for providing and maintaining all necessary traffic-control devices.

RECEIVED
AUG 18 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6571

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 16, 1966

Mr. C. R. O'Neil
Route 1, Box 92
Creswell, Oregon

Re: Failure of Arch Culvert at Station 94+18
Canyonville-Bear Gulch Section
Pacific Highway - Douglas County
FAI-5-2(46)96
Contract No. 6571
Bridge No. 6787A

Dear Mr. O'Neil:

Enclosed please find one print of Drawing No. 1 as prepared by Arthur M. James, Consulting Structural Engineer for Warren Northwest, subcontractor for the paving operations on the subject project. The details have been looked over and with the additions and corrections indicated thereon, are believed to be satisfactory for the repair of the culvert.

As discussed at the recent meetings, prior to any concrete placement or gunniting the surcharge load in the loading zone affecting the culvert must be removed to subgrade and all drilling and shooting in the immediate area must be completed. It is imperative that the repairs be started at the earliest possible time so that they may be completed and the temporary shoring removed prior to any danger of high water. It will be your responsibility to complete the repairs as indicated on the attached drawing according to the plans and specifications. The State will have engineering personnel on the project; however, it will be your responsibility to see that the repairs are carried out in the manner set forth in the plans and specifications. As stated previously, all repairs are to be made at no cost to the State.

Very truly yours,

F. D. Morgan
Construction Engineer

By G. L. Decker

G. L. Decker
Assistant Construction Engineer

IDM:mb:GLD:bjm

enc.

cc: Tom Edwards
F. B. Klaboe
G. E. Rohde
I. D. Merchant
L. R. Chandler

NOTED
EDWARDS

RECEIVED
AUG 1
OFFICE OF
STATE HIGHWAY ENGINEER

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AUG 22 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. PRICE, VICE MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-2 (46) 96

6571

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
August 16, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Canyonville-Bear Gulch Sec.
FAP No. I-5-2(46)96
Contract No. 6571

Dear Sir:

I have your memo of August 12, 1966 (08-35.6) approving the method of repair for the damaged culvert, Bridge No. 6787A.

Prior to approving and submitting the proposed repair method, all factors affecting the integrity of the structure were carefully considered and evaluated. We feel that when the work is performed as per the plans and specifications thereon, we will have a sound structure in every respect and that a warranty over and above the contract is not necessary. A final inspection will be made just prior to payment of the final estimate.

May we have a waiver on your recommendation that a warranty be required from the contractor.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

NOTED
TOM EDWARDS

IDM:mb
cc: Tom Edwards
F. B. Klaboe
F. D. Morgan
L. H. Young
L. R. Chandler

RECEIVED
AUG 18 1966
FOR FILING

SP*23500-734

I-5-2(46)96

6571

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 15, 1966

To: Mr. L. R. Chandler
Division Engineer
P.O. Box 1128
Roseburg, Oregon 97470

SUBJECT: Cable Damage
Canyonville-Bear Gulch Section
Pacific Highway-Douglas County
Project No. I-5-2(46)96
Contract No. 6571
C. R. O'Neil

Attached hereto is a copy of a letter written by K. D. Limbocker, Resident Engineer, expressing his opinion as to the liability for damages on the cable break on the above section of highway. As you will note, a copy of this letter was sent to the contractor, C. R. O'Neil.

In any situation which involves a controversy between the State, our contractor and third party over alleged damages for which the State, contractor or third party might possibly be at fault, it would appear any intereffice copies of correspondence by Highway Department personnel should not be divulged to the contractor or the third party. Knowing your love for litigation I am sure you are aware of the consequences such letters might cause.

Thanks for your assistance and cooperation.

G. E. RONDE
Chief Counsel

GER:hg
Enclosure

cc - Mr. R. L. Porter
Mr. Tom Edwards

RECEIVED
AUG 1 1966
OFFICE OF
STATE HIGHWAY

RECEIVED
AUG 16 1966
FOR FILING

I-5-2(46)96

Form CD-121 (11-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6671

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

DATE: August 12, 1966

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division Engineer

SUBJECT: Oregon Project I-5-2(46)96
Canyonville - Bear Gulch Section
Repair of Damaged Culvert
(Your letter of August 11, 1966)

The proposed method of repair as shown on Dwg. No. 1 prepared by Arthur M. James, Consulting Structural Engineer, is approved.

This approval is given subject to the condition that the proposed method of repair will result in a fully satisfactory culvert installation.

As a precautionary measure it is recommended that you require the contractor to furnish you with a warranty or performance bond to cover costs of any further repairs or replacement if the method of repair proves to be inadequate. Such warranty or bond should permit observation of the culvert through at least one high-water season.

Orig. to Merchant

Copy to Edwards
8-15-66

NOTED
TOM EDWARDS

OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-308—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required
Date AUG 1 1966 By ME Martin
G 1 P
Dist. Engr.
U.S. Bureau of Public Roads

Project Name Canyonville-Bear Gulch Date Aug. 4, 1966

Highway Pacific Contract No. 6571

County Douglas Prefix 610-1003

Contractor C. R. O'Neil F. A. Project No. I-5-2(46)96

Address Rt. 2, Box 95, Creswell, Oregon Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: To remove the existing asphalt from the First Street structure in Canyonville. The original structure was constructed to a crown section instead of a supered section as required by the spiral run off. Asphalt has been added to correct this grade. Perpetuation of this practice would add excessive deadloading to the structure, therefore, corrective grading will be done to eliminate this problem.

Location by station numbers:

"L" 41-42

Estimate of quantities and cost:

Equipment rental	$150.00
Labor	75.00
Total	$225.00
Net Cost to the Project	$225.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This is an item of work not shown on the plans or anticipated by the Contractor. The degree of difficulty of this removal and the cost thereof are not readily ascertained, therefore, an Order for Extra Work is the most equitable method of payment. The work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,325,803.36	
Present estimate of project cost, including $225.00 for work under this order	$4,325,803.36	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ K. D. Limbocker — Resident Engineer

Approval Recommended: /s/ John A. Bond — for — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams — Division Engineer

Approved /s/ L. H. Young — Deputy State Highway Engineer / Assistant State Highway Engineer / Office Engineer

State Printing

Approved 8-19-66

RECEIVED
AUG 4 - 1966
FOR FILING

FORM E-BOX—BOM—2-66 SP*23800-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2, 1966

6571

MEMO TO THE FILES

To:

SUBJECT: Damaged Culvert
Canyonville-Bear Gulch Section
Contract No. 6571

A meeting was held in the Construction Engineer's office July 25, 1966 with the following people present:

Mr. McCracken	Insurance Company Representative
Art James	Consulting Engineer
Chuck Risley & David Mengel	Warren Northwest - Subcontractor
Charlie O'Neil	Prime Contractor

Oregon State Highway Department representatives:

Al Rear	G. L. Decker
I. D. Merchant	John Quiner
G. E. Rohde	J. A. Bond

The opening remarks were made by Mr. Mengel who stated that the purpose of the meeting was primarily to discuss the details of repairing the culvert, withholding any comment as to financial responsibility therefor at this time.

Mr. James then discussed the repair plan that had been proposed by our Bridge Division and described it as "using an elephant gun to kill a mouse". He then offered an alternate plan involving the welding of segments of angles to a portion of the damaged multiplate. This, in effect, would retain the multiplate as a flexible structure rather than changing it to a rigid structure as our plan would do. He found no fault with the bridge plan as far as the concrete culvert was concerned.

There was also discussion about the repair of the footing under the multiplate and Mr. Rear stated it was his opinion that the cracking had progressed and was now deeper than it was two months ago. The cause of the failure was also discussed,

particularly whether shooting in the highway cut may have upset the ring compression forces. Mr. James stated there may have been a void behind the steel where fines in the backfill had leached out. Mr. O'Neil stated that shooting was light with never over 30-foot holes. Mr. James stated it was possible that subsequent shooting had continued the failure and at one time stated he was sure that a shot was the trigger. He also mentioned that he had talked to Roy Tarbert of the Bureau of Public Roads regarding the original culvert design and construction.

Ultimately, it was decided to have a future meeting at the culvert to discuss the repair on the ground and such a meeting was scheduled for the next day, July 26, with Mr. Rear and Mr. Merchant to be present on behalf of the Oregon State Highway Department.

John A. Bond
Staff Assistant

JAB:bjm

cc: F. B. Klaboe
I. D. Merchant
G. E. Rohde
L. R. Chandler

RECEIVED
AUG 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Form S-300—64

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
JUL 1966 W E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Canyonville-Bear Gulch Date June 24 19 66

Highway Pacific Contract No. 6571

County Douglas Prefix 610-1003

Contractor C. R. O'Neil F. A. Project No. I-5-2(46)96

Address Rt. 2, Box 95 Creswell, Oregon Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: To remove excess earth material resulting from the median barrier installation from L 30+00 - 38+00. This necessitated by change in method of installation due to the existance of a median drain pipe, placed during a previous contract, and not shown on the plans. The presence of said pipe constitutes change in work not anticipated by the contractor at the time the project was bid.

Location by station numbers: L 30 - 38

Estimate of quantities and cost:

Labor	$150.00
Equipment Rental	50.00
Total	$200.00
Net Cost to the Project	$200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,325,803.36
Present estimate of project cost, including $200.00 for work under this order	$1,325,803.36
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem office

Submitted by: /s/ K. D. Limbocker, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

young 7-11-66

RECEIVED
JUN 28 1966
FOR FILING

Form S-308-60

SAMPLE COPY

APPROVED
Contingent upon modification of project [illegible]
MAY 16 1966
DG 1-P25 WE Martin
Dist. Engineer
June 16 [illegible] 1966

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Canyonville-Bear Gulch — Date June 16, 1966

Highway Pacific — Contract No. 6571

County Douglas — Prefix 610-1003

Contractor C. R. O'Neil — F. A. Project No. I-5-2(46)96

Address Rt. 2, Box 95, Creswell, Oregon — Order No. 3 (Supplement #2)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: This order is submitted to cover overrun on the original order and Supplemental order #1. Overrun was caused by (1) Flood damage to the facility at Station L 54 (Original Order) and (2) Rock excavation on the FR^2 change (Supplemental No. 1). This order is also to extend the work order to include the revision of 4" water main at the First Street structure in Canyonville and the revision of the water mains along Leland Ave., 870 feet in length, which was not, included on the plans but which was in conflict with the construction of the LE line.

Location by station numbers:

"L" 41+50

"LE" 0+00 - "LE" 8+70

Estimate of quantities and cost:

Original Order #3	$ 300.00
Supplement No. 1	750.00
Overrun on original & Supplemental	2,461.72
Revise 4" water main, 1st St. Xing	176.26
Revise water lines "LE" Line	2,578.04
Revise water line Sta. 482	500.00
	$ 6,776.02

Additional Net Cost to the Project this Order $5,716.02

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work has been completed. All work was performed in compliance with all applicable specifications. Omission from the plans of the majority of this work, the encountering of difficult construction conditions and flood damage resulted in the above charges. This matter was discussed with Mr. Paul Reidl, BPR Area Engineer on 6/15/66.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,325,803.36
Present estimate of project cost, including $5,716.02 for work under this order	$4,325,803.36
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ K. D. Limbocker, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or [illegible]

Approval Recommended: /s/ Jay B. Boyd, Division Engineer
Assistant

Approved /s/ L. H. Young, Deputy State Highway Engineer [illegible] Assistant State Highway Engineer or Office Engineer.

State Printing

Form B-200—GSF

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement additional funds are [illegible] G 1-P
[illegible] DE Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Canyonville-Bear Gulch — Date May 17, 1966

Highway Pacific — Contract No. 6571

County Douglas — Prefix 610-1003

Contractor C. R. O'Neil — F. A. Project No. I-5-2(46)96

Address Rt. 2, Box 95, Creswell, Oregon — Order No. 5 (Supplemental No. 2)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: To continue work set up on Extra Work Order No. 5 and Supplemental No. 5. Additional slide has developed at Station 146 and cleanup remains to be done throughout the project.

Location by station numbers: Throughout the project.

Estimate of quantities and cost:

Order for Extra Work #5	$20,000.00
Supplemental #1	20,000.00
Supplemental #2	15.000.00
	$55,000.00

Net cost to the project this order $15,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Slide work was anticipated on this project and funds were set up in the authorization. Work is now being performed under the original order and supplement No. 1.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,325,803.36
Present estimate of project cost, including $15,000.00 for work under this order	$4,325,803.36
Expected under-run / over-run amount	$0.00
Expected under-run / over-run per cent	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ K. D. Limbocker
K. D. Limbocker — Resident Engineer

Approval Recommended: /s/ John A. Bond for — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II — Division Engineer

Approved /s/ L. H. Young — Deputy State Highway Engineer or State Highway Engineer or Office Engineer.

Asst. Mgr. L. Young 6-2

State Printing

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

April 21, 1966

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. L. H. Young

Dear Sir:

We have received an inquiry from our Roseburg office as to the status of the Canyon Creek fish ladder on the Azalea-Glendale Junction Section, Douglas County. The plans for this ladder were given final approval from this office by letter on April 16, 1965.

We would like to know of any proposed construction schedule on this installation. It is felt that actual construction should not begin until July because of the presence of migratory fish and ova.

Any advice you can give us on the schedule for this project will be appreciated.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:ae

RECEIVED
APR 25 1966
OFFICE ENGINEERING

Nelson
Get info & report.

RECEIVED
APR 27 1966

FOR FILING

64 11

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 25, 1966

To: F. D. Morgan
Construction Engineer
S A L E M

SUBJECT: Canyonville-Bear Gulch
Contract No. 6571
Douglas County

Attached herewith is a copy of a letter from Mr. David D. Mengel, Division Vice President of Warren Northwest, paving subcontractor on the subject project. Also attached are two other letters which were written by myself to Warren Northwest regarding the failure of the arch culvert and the fact that the damage was caused by their stockpile of rock and that we hold them responsible for this damage. As indicated by the attached letter, Warren Northwest indicates that they are not accepting any liability or responsibility for this damage.

Would you have our Legal Department review this incident and inform Warren Northwest by way of the prime contractor, C. R. O'Neil, that this damage to the arch culvert is their responsibility and we will expect them to make satisfactory repairs.

RECEIVED
APR 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

John Quiner II
ASS'T. DIVISION ENGINEER

JQII:lf
Attach.

cc: Al Rear
K. D. Limbocker

4/26/66
Copies to
Klaboe -
Rahde
per Mr Morgan
DP

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
APR 28 1966
CONSTRUCTION
DIVISION

Peaso
Morelock
Trout
Scott
Wills
Litchfield
Olson

WARREN Northwest
A DIVISION OF WARREN BROTHERS COMPANY
P. O. BOX 20337 • PORTLAND, OREGON 97220

BRANCHES:
PORTLAND • BEAVERTON • STAFFORD • CANBY
TELEPHONE 255-5070

Morgan

April 22, 1966

Mr. John Quiner II
Assistant Division Engineer
State of Oregon
State Highway Department
Roseburg, Oregon

Re: C. R. O'Neil - Contract #6571

Dear John:

Thank you for your letter of April 20 in which you state acceptance of shoring in lieu of removal of the 1/4" - 0 material. The work is progressing as of this date and will proceed so until finished.

As to the responsibility, John, I refer you to our letter addressed to C. R. O'Neil April 15, in which we state that "we are not accepting any liability or responsibility for either the loss to date or any future loss." We are awaiting further investigation and analysis before discussing.

Our immediate desire is to expedite the completion of this project.

Sincerely yours,

David D. Mengel

David D. Mengel
Division Vice President

DDM/cp
cc: C. R. O'Neil

ROSEBURG DIVISION
RECEIVED
APR 25 1966
DE | ADE | DCE
Assign ____ For ____
Reply ____ Action ____

Roseburg, Oregon
April 20, 1966

Warren Northwest
P. O. Box 7675
Portland, 20, Oregon

Gentlemen:

On April 18, 1966, I wrote a letter to you indicating that the ¾"-0 material immediately above and adjacent to the arch culvert should be removed immediately. Since the writing of this letter you and your subcontractor, Hannan Bros. Construction Company have presented a plan for shoring the arch culvert in order to prevent any further deterioration of the culvert. Details for this shoring using steel ribs was presented to me this morning by Mr. Chuck Risley of your company. This method was discussed with Mr. Merchant, Bridge Engineer, and is satisfactory to him and myself and you may therefore proceed with this method in lieu of removing the ¾"-0 material. It is understood that the steel arch ribs will be installed starting April 21 and completed in approximately one week.

Since this damage to the arch culvert has resulted from your stockpile of ¾"-0 material, your company will be held responsible for repairing the damage. The method of permanent repairs to be used will have to be approved by the Highway Department before this work is undertaken.

Very truly yours,

Q.

John Quiner II
ASS'T. DIVISION ENGINEER

JQII:lf

cc: C. R. O'Neil
Dick Sim
Al Rear
K. D. Limbocker

FORM S-122

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
O. E. ROHDE
CHIEF COUNSEL

Roseburg, Oregon
April 18, 1966

Warren Northwest
P. O. Box 7675
Portland 20, Oregon

Gentlemen:

At our meeting in Canyonville Friday afternoon with your superintendent Dick Sims, it was agreed that your crushing operation could continue provided the arch culvert which has failed was either shored to prevent any further damage or the pile of $\frac{1}{4}$"-0 rock would be removed from over the culvert. At a meeting on Saturday between officials from Hannan Bros. Construction Company and the State Highway Department it was Hannan's decision not to perform any shoring inside the arch culvert until the load of the rock was removed.

Since it is the opinion of the Highway Department that the load is detrimental during your crushing operations, you are hereby directed to commence removal of the $\frac{1}{4}$"-0 material immediately above and adjacent to said arch culvert. Extreme care should be exercised during said unloading, avoiding the use of too much or too heavy equipment immediately over the arch culvert. If this is not undertaken immediately, it will be necessary to reinvoke the shutdown order on the crushing operation.

Very truly yours,

John Quiner II

John Quiner II
ASS'T. DIVISION ENGINEER

JQII:lf

cc: C. R. O'Neil
Dick Sims
L. R. Chandler
Al Rear

APR 18 1966

April 15, 1966

Mr. C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

Re: Oregon Contract No. 6571

Dear Charlie:

The State has rescinded the suspension order.

We are immediately undertaking an investigation of the alleged culvert failure, and following such investigation will take such action as we may deem appropriate. By making such investigation and taking such action, if any, we are not in any way acknowledging any liability or responsibility for either the loss to date or any future loss.

We would suggest that you transmit the enclosed copy of this letter to the State Highway Department.

Very truly yours,

WARREN NORTHWEST, A Division
of Warren Brothers Company

David D. Mongol
Division Vice President

DDM/cp

cc: K. D. Limbocker
Resident Engineer
Oregon State Highway Department

RECEIVED
APR 22 1966
FOR FILING

Copies to
F.D. Morgan
Al Root
Limbocker -
Chidsey

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 18, 1966

7-2-1(4.1)-90
6571

Porter

To: MEMO TO THE FILE

SUBJECT: Canyonville-Bear Gulch
Arch Culvert Failure
Station 94+18
Contract No. 6571
Douglas County

NOTED
R.L. PORTER

After returning to Roseburg Wednesday afternoon, April 13, I was informed by Jim Chidsey, Resident Bridge Engineer, that we had experienced failure of a section of the existing concrete arch culvert and a section of the new multiplate section at Station 94+18.

On April 14 I went to the subject project with Jim Chidsey and made a personal inspection of the culvert failure. The following persons were present during this inspection:

J. E. Chidsey, Resident Bridge Engineer, OSHD
K. D. Limbocker, Resident Engineer, OSHD
James Stubblefield, Inpsector, OSHD
Dick Sim, Superintendent, Warren Northwest
Chuck Risley, Crusher Superintendent, Warren Northwest

This inspection revealed that there is a complete failure of a 40 ft. section of the existing concrete arch culvert. The section that has failed was the outlet end of the existing culvert and under this contract was extended from the outlet end with a section of multiplate arch culvert. In addition to the failure in the concrete section, there is a section of multiplate arch approximately 30 ft. long, which has also failed. In the concrete arch section the point of failure is approximately 5 ft. above the spring line. At this point due to excessive loading over and above the roadbed section, the concrete has sheared and dropped down approximately 1" from its original position. This shearing has caused the vertical bars in the arch to deflect toward the center of the arch in this fractured area.

When this failure was discovered on April 13 by Phil Stearns, a stop work order on the crushing operation adjacent to the arch culvert was given to Warren Northwest. It is our feeling at this time, that the

Routing
2 Morgan
3 Docker
1 Bond
Barlow
4 Walker
Olson
Swan
Marel
Litch
Olson
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APR 21 1966
OFFICE OF CONSTRUCTION
STATE HIGHWAY DIVISION

4-19-66
Copy to
Frank McKinney
per Bond -
BJM

stockpile of ¼"-0 rock material over the culvert is the cause of the failure. It is also felt that the vibration imparted into the ground by the crushing operation adjacent to the culvert has some effect on this failure. It is also possible that shooting in the cut section being used as a quarry, could also have some effect on this failure.

During the afternoon of April 14, a meeting was held at the division office. Those present at this meeting were Dave Mengel, Division Vice President, Warren Northwest, Carl Snyder, Dick Sim, Superintendent and K. D. Limbocker, Resident Engineer. At this meeting the entire matter regarding the failure in the arch culvert was discussed. I made the main point at several different times during the discussion that it was the Highway Department's opinion that the failure in the arch culvert was completely the responsibility of Warren Northwest. Mr. Mengel did not agree or deny the responsibility for the repairs at this time. He stated that his only concern at this time was to do what, was if possible to continue his crushing operation and that we would discuss the responsibility for the repairs at a later date. It was Mr. Mengel's idea that removing the weight would possibly be like removing the weight from the keystone in the top of an arch, thereby causing failure. It was decided to try the crusher on an experimental basis Friday afternoon to see if there was any vibration in the culvert caused by the crusher and if any further deterioration could be noted.

On April 15, Mr. Al Rear arrived and we again made a personal inspection. With the crusher in operation we could not detect any movement or vibration in the culvert. It was decided and Dick Sim, Superintendent, was so notified that the crusher could continue to operate provided the ¼"-0 material over the culvert was removed or the culvert was shored up to prevent any further deterioration of the culvert. Warren Northwest made arrangements to have Hannan Bros. inspect the culvert on Saturday to determine what shoring would be necessary.

During Monday, April 18, the following information has been brought to my attention. A check of the culvert does not indicate that there has been any further movement since Friday morning. At the meeting with Hannan Bros. on Saturday, it was decided by Hannan Bros. that they would not attempt to shore up the arch culvert, with the load as it is. They felt that it was too dangerous and would not work under these conditions. I sent a letter to Warren Northwest with two copies being delivered to the job site by Mr. Limbocker indicating that the rock would have to be removed from over the culvert or their crushing operation would be shut down.

John Quiner

John Quiner II
ASS'T. DIVISION ENGINEER

JQII:lf

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FEB 24 1966
FOR FILING

I-5-2(46) 96
6571

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Continuation upon verification of project [illegible] additional funds [illegible]
FEB 7 1966 ME Martin
Dist. Engineer
U.S. Bureau of Public Roads

Project Name Canyonville-Bear Gulch Sec. Date Feb. 9, 1966
Highway Pacific Contract No. 6571
County Douglas Prefix 610-1003
Contractor C. R. O'Neil Construction Co. F. A. Project No. I-5-2(46)96
Address Rt. 2, Box 95, Creswell, Oregon Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Modify the arch ribs which are to be installed in bridge No. 6789A to reinforce the circular arch culvert. These ribs have to be modified due to deformations in the arch that have caused it to have a section that is not circular. The ribs will be cut and welded together to compensate for this deformation.

Location by station numbers:

Sta. 114+07

Estimate of quantities and cost:

Labor ----------	$400.00
Equipment Rental ----	250.00
Material ----------	50.00
	$700.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Due to the unforeseeable complications arising, it is hard for the contractor to set a lump sum price for doing this work. He would have to have his price quite high to insure that he would not lose money on the work. By doing this work on a Force Account basis, the cost will be realistic. This work has been approved by Mr. Roy Tokerud, BPR Bridge Engineer for Oregon. This work has not been done. Anticipated starting date: Feb. 9, 1966. This work to be done in accordance with executed contract for the project. Equipment rental rates to conform with current AGC-State agreement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,325,803.36	
Present estimate of project cost, including $700.00 for work under this order	$4,325,803.36	
Expected under-run / over-run amount	$ 0.00	
Expected under-run / over-run per cent	0.00	

Submitted by: /s/ K. D. Limbocker — Resident Engineer

Approval Recommended: /s/ John A. Bond for — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II Asst. — Division Engineer

Approved /s/ L. H. Young — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

I-5-2(46)96 - 24-1-6

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MAR 2 - 1966

Form R-200—SM

FOR FILING

I-5-2(46) 96

65-11

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
AUG 20 1965
By [signature]
Title
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Canyonville–Bear Gulch Section Date Feb. 8 19 66

Highway Pacific Contract No. 6571

County Douglas Prefix 610–1003

Contractor C. R. O'Neil F. A. Project No. I-5-2(46)96

Address Rt. 2, Box 95, Creswell, Oregon Order No. 5 (Supplemental) #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: To continue the work set up on order for Extra Work Order No. 5 and to correct active slides which have developed. Slide areas range from clay material to decomposed rock. Slab type formations in some areas are moving and must be corrected.

Location by station numbers: Throughout the project.

Estimate of quantities and cost:

Original order for Extra Work #5		$20,000.00
Supplemental #5	Equipment Rental	10,000.00
	Labor	10,000.00
		$40,000.00

Net cost to the project this order $20,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Slide work was anticipated on this project and funds were set up in the authorization. Work is being performed under the original order.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4325,803.36
Present estimate of project cost, including $20,000.00 for work under this order	$4325,803.36
Expected under-run / over-run amount	$0.00
Expected under-run / over-run per cent	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ K. D. Limbocker
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II
Asst. Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer
Office Engineer.

State Printing

Approved 3-2-66

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I-5-2(46)96
1271

Form E-300-6M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

JAN 27 1966
U.S. Bureau of Public Roads

Project Name Canyonville-Bear Gulch Date Jan. 20 19 66

Highway Pacific Contract No. 6571

County Douglas Prefix 610-1003

Contractor C. R. O'Neil F. A. Project No. I-5-2(46)96

Address Rt. 2, Box 95, Creswell, Oregon Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: To perform the necessary channel cleaning and repair caused by the erosive action of Canyon Creek which deposited large amounts of materials which had been disturbed by the construction of this project and other projects upstream from this area.

Location by station numbers:

Throughout the project.

Estimate of quantities and cost:

Equipment Rental	$12,000.00
Labor	8,000.00
Total	$20,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The repair is necessitated by flood damage and, therefore, was not anticipated by the contractor or the State. The most equitable method of payment for this work is on a force account basis. No work has been done to date under this order. Consideration will be given to granting an extension of time based on the actual time required to perform work to be done under this order.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,325,803.36	
Present estimate of project cost, including $20,000.00 for work under this order	$1,325,803.36	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ K. D. Limbocker, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner, II, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Young 2-9-66

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JAN 5 - 1966
FOR FILING I-5-2(46) 96

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

TO 6571 : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: 12/30/65

In reply refer to: 08-35.DB-1

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-2(46)96
Canyonville-Bear Gulch Section, Pacific Highway
State Force Order No. 3

Reference is made to your letter dated December 27, 1965 concerning subject order.

We are approving the use of State forces as being in the public interest under provisions of PPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained personnel and specialized equipment needed to perform the work most economically.

3. The work needs to be performed as the contractor's work progresses and as demanded by traffic volumes. The uncertainty as to the extent of the striping required and the new imposed traffic patterns would tend to result in excessively high bid prices if the work was undertaken under contract methods. It therefore, is impractical to contract the work.

Reimbursement will be made on an actual cost basis.

A signed copy of the order is returned herewith.

Attachment

REFERRED TO w/encl.
By Asst. State Hwy. Engr. 1-5-66

RECEIVED
JAN 4 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

APPROVED
Contingent upon modification of project agreement. Additional funds are
DEC 21 1965 WE Martin
for Division Engineer
U.S. Bureau of Public Roads

Form A-106—SM

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Canyonville-Bear Gulch Date December 14, 1965

Highway Pacific Contract No. 6571 F. A. Project No. I-5-2(46)96

County Douglas Prefix 610-1003 Account No. 278-03

Description of Work To Be Done:

To do the necessary pavement striping, while subject project is under construction, for traffic control.

Location by Station Numbers:

Entire project and approaches, as required.

Estimate of Quantities and Costs:

Materials.	$360.00
Labor & Equipment rental	540.00
Total	$900.00

Explanation:

The contractor is not specialized in this field, therefore this work can best be accomplished by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,325,803.36	
Present estimate of project cost, including $ 900.00 for work under this order	$4,325,803.36	
Expected under-run / over-run (amount)	$ 0	
Expected under-run / over-run (per cent)	0	

Submitted by: /s/ K. D. Limbocker, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or [redacted]

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young [redacted] Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

Salem Printing

RECEIVED
SEP 27 1965

STATE COPY

Monthly consecutive number
FOR FILING

Project report number
I-5-2(46)96
10
6571

FORM R-2A (8-3-57) U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)
9-22-65

State: Oregon
County: Douglas
Project number: I-5-2(46)96

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 11, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 4,218,470.00

Revised Federal funds $ 3,890,320.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of September, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. K. Laboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(46)96

CANYONVILLE-BEAR GULCH SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Revised estimate as a basis for modification of project agreement to include utilities. Based on low bid prices.)

Salem, Oregon, August 5, 1965

Type Code 6201
Roadway (Sta. 492+74.71 Through Equa. 504+52.90 = 30+09.93 to Sta. 245+00)
(Contract No. 6571)

Clearing and Grubbing	All Req.			$ 136,000.00
Removal of Curb and Gutter	7,100	lin.ft.	$ 1.35	9,585.00
Removal of Concrete Island	280	cu.yd.	7.00	1,960.00
Ditch Excavation, Unclass.	1,400	cu.yd.	3.00	4,200.00
General Excavation, Unclass.	1,620,700	cu.yd.	0.97	1,572,079.00
Toe Trench Excavation, Unclass.	17,800	cu.yd.	1.75	31,150.00
Overhaul	66,700	C-yd.sta.	0.40	26,680.00
Extra for Selected Subgrade Material	102,000	cu.yd.	0.32	32,640.00
Extra for Rock Slope Protection Material	45,200	cu.yd.	1.15	51,980.00
Extra for Rock Channel Protection Material	33,300	cu.yd.	1.25	41,625.00
Finishing Roadbed and Slopes	All Req.			20,000.00
Rounding Cutbanks	16,000	lin.ft.	0.25	4,000.00
Trench Excavation	3,160	cu.yd.	5.50	17,380.00
Special Backfill in Drains	740	cu.yd.	7.00	5,180.00
Furnishing and Placing Topsoil	10,700	cu.yd.	2.75	29,425.00
Watering	3,000	M-gal.	3.00	9,000.00
3/4" - 0 Material in Stone Leveling Course	14,750	ton	1.70	25,075.00
3/4" - 0 Aggregate in Prime Coat	870	cu.yd.	5.00	4,350.00
RC-250 Asphalt in Prime Coat	135	ton	50.00	6,750.00
RS-1 Asphalt in Tack Coat	7	ton	60.00	420.00
Plant-Mix Stone Base	133,330	ton	1.56	207,994.80
Bituminous Base Mixture	25,700	ton	3.20	82,240.00
Asphalt in Bituminous Base Mixture	1,160	ton	36.00	41,760.00
Class "B" Asphalt Concrete Mixture	47,000	ton	3.35	157,450.00
Asphalt Cement in Mixture	2,600	ton	36.00	93,600.00
Class "A" Concrete in Box Culvert	430	cu.yd.	74.00	31,820.00
Class "A" Concrete in Fish Ladder	50	cu.yd.	200.00	10,000.00

Reinforcement in Box Culvert	78,000	lb.	$ 0.14	$ 10,920.00
Reinforcement in Fish Ladder	7,200	lb.	0.15	1,080.00
Loose Riprap	32,300	cu.yd.	2.85	92,055.00
12-inch Culvert Pipe	440	lin.ft.	3.55	1,562.00
15-inch Culvert Pipe	550	lin.ft.	4.00	2,200.00
18-inch Culvert Pipe	2,050	lin.ft.	5.00	10,250.00
24-inch Culvert Pipe	730	lin.ft.	6.95	5,073.50
36-inch Culvert Pipe	180	lin.ft.	11.50	2,070.00
60-inch Culvert Pipe	9	lin.ft.	33.00	297.00
8-inch Plain Storm Sewer Pipe, Extra Strength	115	lin.ft.	2.25	258.75
8-inch Plain Concrete Sanitary Sewer Pipe, Extra Strength	1,050	lin.ft.	3.25	3,412.50
6-inch Drain Pipe	1,350	lin.ft.	2.20	2,970.00
8-inch Drain Pipe	1,400	lin.ft.	2.45	3,430.00
12-inch Drain Pipe	2,570	lin.ft.	3.25	8,352.50
Salvaging and Re-laying Pipe	22	lin.ft.	6.00	132.00
15-inch Culvert End Sections	3	only	32.00	96.00
18-inch Culvert End Sections	5	only	36.00	180.00
24-inch Culvert End Sections	2	only	60.00	120.00
36-inch Culvert End Sections	2	only	150.00	300.00
1 1/4-inch Electrical Conduit	40	lin.ft.	2.00	80.00
1 1/2-inch Electrical Conduit	60	lin.ft.	2.25	135.00
Concrete Manholes	2	only	500.00	1,000.00
Concrete Inlets, Type G-1	11	only	190.00	2,090.00
Concrete Inlets, Type G-2M	21	only	175.00	3,675.00
Adjusting Manholes	3	only	50.00	150.00
Adjusting Inlets	1	only	50.00	50.00
Concrete Curbs	23	cu.yd.	60.00	1,380.00
Extra for A.C. Concrete Approaches	17	only	25.00	425.00
Guide Posts, W-1	250	only	7.50	1,875.00
Guide Posts, Y-2 and Y-3	165	only	8.25	1,361.25
Guard Rail	40,800	lin.ft.	2.60	106,080.00
Median Barrier	20,700	lin.ft.	4.05	83,835.00
Rail End Pieces	75	only	5.00	375.00
Guard Rail Blocks	6,500	only	1.70	11,050.00
Extra Guard Rail Posts	105	only	7.00	735.00
Salvage Guard Rail	825	lin.ft.	0.65	536.25
Remove Guard Rail	825	lin.ft.	0.65	536.25
Salvage Median Barrier	40	lin.ft.	1.00	40.00
Salvage Type 2 Barricade	440	lin.ft.	2.00	880.00
Guard Rail-Salvaged Guard Rail	825	lin.ft.	1.00	825.00
Guard Rail-Salvaged Type 2 Barricade	440	lin.ft.	1.50	660.00
Median Barrier-Salvaged Median Barrier	40	lin.ft.	1.00	40.00
Type 2 Fence	2,355	rod	18.00	42,390.00

Type 3 Fence	95	rod	$ 38.00	$ 3,610.00
4' Type 2 Single Gates	1	only	100.00	100.00
16' Type 2 Single Gates	4	only	125.00	500.00
16' Type 3 Single Gates	3	only	200.00	600.00
Salvaging Type 3 Fence	120	rod	5.00	600.00
Type 3 Fence-Salvaged	120	rod	18.00	2,160.00
Roadside Seeding	18	acre	100.00	1,800.00
Roadside Mulching	18	acre	160.00	2,880.00
Grass Seed, Creeping Red Fescue	198	lb.	1.50	297.00
Grass Seed, Chewings Fescue	144	lb.	1.50	216.00
Grass Seed, Perennial Ryegrass	54	lb.	1.50	81.00
Grass Seed, Newport Bluegrass	90	lb.	1.50	135.00
Grass Seed, Dutch White Clover	54	lb.	1.50	81.00
Inorganic Fertilizer, 10-16-8	72	cwt.	8.00	576.00
Arch Culverts				
Lower Floor Slab	1,800	lin.ft.	66.00	118,800.00
Gravel Fill	250	cu.yd.	7.50	1,875.00
Extra Foundation Concrete	130	cu.yd.	40.00	5,200.00
Reinforce Existing Arch Rib	100	lin.ft.	295.00	29,500.00
Arch Culvert Extensions	1,000	lin.ft.	233.00	233,000.00
Wing Wall, Trench Excavation	300	cu.yd.	12.00	3,600.00
Wing Wall, Class "A" Concrete	500	cu.yd.	82.00	41,000.00
Wing Wall, Metal Reinforcement	72,000	lb.	0.14	10,080.00
Signing				
Sign Support Footings	All Req.			5,200.00
Pipe Sign Posts	All Req.			1,133.00
Single Sign Posts	All Req.			5,200.00
Double Sign Posts	All Req.			550.00
Painted Wood Sign Posts	All Req.			1,200.00
Type "A" and "B" Signs in Place	1,567	sq.ft.	6.00	9,402.00
Type "C", "D" and "R" Signs in Place	735	sq.ft.	3.40	2,499.00
Type "E", "F" and "G" Signs in Place	241	sq.ft.	3.75	903.75
Type "P" Signs in Place	36	sq.ft.	6.00	216.00
				$3,542,301.55
Flagging (57½ of Contractor's Cost)	All Req.			$ 10,000.00
Slide Correction	All Req.			100,000.00
				$ 110,000.00
Utilities				
Work Done by California-Pacific Utilities Co.	All Req.			$ 5,154.13
Work Done by Pacific Power & Light Co.	All Req.			10,190.28
				$ 15,344.41

Subtotal		$3,667,645.96
10% Engr. & Cont.		366,764.36
Total		$4,034,410.32
Credit for Monolithic Curbs and Gutters Incl. Cement Adjustment	All Req.	$ (15,266.32)
		$4,019,144.00

Type Code X220
Canyonville O'xing at 1st St. (#7324A) (Sta. 41+05.51 to Sta. 41+94.09)
(Contract No. 6571)

Remodel 1st St. & 5th St. O'xing	All Req. (50%)		$ 2,000.00
Shoring, Cribbing, etc.	All Req. (50%)		500.00
Structural Excavation	115 cu.yd.	$ 9.00	1,035.00
Structural Excavation Below Elevation Shown	15 cu.yd.	10.00	150.00
Furnish 10 BP 42 Steel Piling	300 lin.ft.	5.00	1,500.00
Drive Steel Piles	10 only	90.00	900.00
Splice Steel Piles	3 only	35.00	105.00
Class "A" Concrete (205 C.Y.)	All Req. (56%)		15,680.00
Metal Reinforcement (48,900 lb.)	All Req. (56%)		6,160.00
Metal Parapet Railing	177 lin.ft.	8.00	1,416.00
Preparation of Slopes	635 sq.yd.	3.00	1,905.00
Concrete Slab Riprap	635 sq.yd.	7.00	4,445.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	90 lin.ft.	4.00	360.00
			$ 36,156.00

Type Code X220
Canyonville O'xing at 5th St. (#7364A) (Sta. 53+11.71 to Sta. 54+00.29)
(Contract No. 6571)

Remodel 1st St. & 5th St. O'xing	All Req. (50%)		$ 2,000.00
Shoring, Cribbing, etc.	All Req. (50%)		500.00
Structural Excavation	115 cu.yd.	$ 9.00	1,035.00
Structural Excavation Below Elevation Shown	15 cu.yd.	10.00	150.00
Furnish 10 BP 42 Steel Piling	360 lin.ft.	5.00	1,800.00
Drive Steel Piles	8 only	90.00	720.00
Splice Steel Piles	2 only	35.00	70.00
Class "A" Concrete (163 C.Y.)	All Req. (44%)		12,320.00
Metal Reinforcement (37,600 lb.)	All Req. (44%)		4,840.00
Metal Parapet Railing	177 lin.ft.	8.00	1,416.00
Preparation of Slopes	565 sq.yd.	3.00	1,695.00
Concrete Slab Riprap	565 sq.yd.	7.00	3,955.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	70 lin.ft.	4.00	280.00
			$ 30,781.00

Type Code X781
West Fork Inter. U'xing (#9372) (Sta. L^n 182+88.11) (Contract No. 6571)

Shoring, Cribbing, etc.	All Req.			$ 4,000.00
Structural Excavation	120 cu.yd.	$ 9.00		1,080.00
Structural Excavation Below Elevation Shown	20 cu.yd.	9.00		180.00
Class "A" Concrete (381 C.Y.)	All Req.			35,500.00
95'-100' Type 4 Prestressed Beams	10 only	2,500.00		25,000.00
Metal Reinforcement (69,500 lb.)	All Req.			9,500.00
Preparation of Slopes	320 sq.yd.	3.00		960.00
Concrete Slab Riprap	320 sq.yd.	7.00		2,240.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	110 lin.ft.	4.00		440.00
				$ 78,900.00

Type Code X020
W. Fork Canyon Cr. (#9374) (S.W. of Sta. 185+00) (Contract No. 6571)

Shoring, Cribbing, etc.	All Req.			$ 6,500.00
Structural Excavation	220 cu.yd.	$ 10.00		2,200.00
Structural Excavation Below Elevation Shown	25 cu.yd.	10.00		250.00
Class "A" Concrete (276 C.Y.)	All Req.			20,000.00
Metal Reinforcement (52,000 lb.)	All Req.			6,300.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	30 lin.ft.	4.00		120.00
				$ 35,370.00

Subtotal	$ 181,207.00
10% Engr. & Cont.	18,120.00
Total	$ 199,327.00

Length of Roadway - - - - - 4.265 Miles
Length of Two Structures- - 0.034 Mile
Total Length- - - - - - - - 4.299 Miles

Cost of Roadway Per Mile- - $942,354.74

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$4,019,143.00	$3,706,450.00	$312,693.00
Structures	199,327.00	183,870.00	15,457.00
	$4,218,470.00	$3,890,320.00	$328,150.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

CANYONVILLE-DEAR CULCH SECTION

PROJECT NO. I-5-2(45)9

Estimated cost of work by California-Pacific Utilities Co.

Installation Materials	$ 1,660.67
Construction Labor	3,660.00
Construction Transportation	912.00
Removal Labor	2,000.00
Removal Transportation (Including General Overhead Costs)	480.00
Subtotal	$ 8,712.67
Less Estimated Salvage	1,088.21
Estimated Grand Total - Net Cost	$ 7,624.46
State Share 67.6% =	$ 5,154.13

Estimated cost of work by Pacific Power & Light Co.

Material	$ 3,468.00
Labor	6,416.00
Transportation	1,061.00
Clearing	1,019.00
Overhead	2,463.00
Subtotal	$14,427.00
Less Estimated Salvage	2,021.00
Total	$12,406.00
State Share 23/28 or 82.14%	$10,190.28

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SEP 3 - 1965

FORM B-0001 (REV. 1-59) SP*6410-734

FOR FILING
I-5-2(46)96
6571

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1965

SUBJECT: File No. 37203 - Dean
Canyonville-Bear Gulch Section
Pacific Highway
Douglas County

To:
Memo to the File

On this date, Mr. Riley was requested to purchase the balance of this property at the $8,800 in the option. This action was necessary due to the development of a slide endangering the property which eliminated any question of the replacement of the well.

This action was also requested by the Division Engineer and the Assistant Construction Engineer.

JOHN R. OAKES
Assistant Right of Way Engineer

JRO:hm
cc - F. B. Klaboe
F. D. Morgan
L. R. Chandler

NOTED
F R KLABOE

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SEP 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 7 - 1965
FOR FILING

Form CD-121
(11-63)
(Prev. Ed.
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-5-2(46)96
6371

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: L. H. Young

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 1, 1965

In reply refer to: 08-35.4-DB

SUBJECT: Oregon I-5-2(46)96
Canyonville-Bear Gulch Sec.
Pacific Highway, SFO No. 2

Returned herewith are all copies of the subject State Force Order pertaining to California-Pacific Utilities Co.

The utilities agreement with the subject company was approved by our memo of August 3, 1965.

Approval of utilities adjustments in this form has not been current practice since approval is given on a basis of the actual utilities agreement.

orig & 4 w/ cards
copy to Stahlfeld
9-3-65

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SEP 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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SEP 2 - 1965

FORM E-NO. 3001-1067 SP 6418-734

FOR FILING

I-5-2(46)76

6571

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1965

To: Mr. D. H. Maehring
Right of Way Engineer

BUILDING

SUBJECT: Well Failure (Dean Property)
File No. 37203
Canyonville-Bear Gulch Section 6571
Pacific Highway (Station 184 Right)
Contract No. ~~6584~~ 6571
Prefix 810-1003

Herewith reports from Resident Engineer Limbocker and Assistant Division Engineer Boyd concerning a well and slide problem at the subject property. The well problem was apparently recognized at the time of our latest right of way taking and an option secured for purchase of a larger tract to include the Dean house. Since the one new well is inadequate, it seems risky to try to provide adequate water supply by drilling a second well. Now with indications of earth movement affecting the house, we believe the best course is to acquire the property. This should be with Federal participation. At cost of $8,800 this is less than the $11,500 estimated for extending the box culvert to which would be added the cost of backfilling at the toe of the unstable area to try to stabilize it, all with no guarantee of success.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

JAB:bjm
Attachments

cc: F. B. Klaboe (w/attachs.)
L. R. Chandler

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AUG 31 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 8-62 SP*6470-724

Routing: 2 Morgan, ✓ Decker, 1 Bond, 3 Glenn, Swan; Peaco, Morelock, Trout, Scott, Wills, Litchfield, Olson

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AUG 23 1965
CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 20, 1965

SUBJECT: Well Failure
Dean Property
File No. 37203
Canyonville-Bear Gulch
Pacific Highway
Contract No. 6584
Prefix 810-1003

To: F. D. Morgan
Construction Engineer
S A L E M

Attention: G. L. Decker

In purchasing the right of way on the above subject file, there was some question as to whether a domestic well replacing the well in the area of taking could be obtained. The State, in their option, reserved the right if a satisfactory well was not obtained they could purchase the remaining contiguous property and the improvements for the sum of $8,800. I am attaching a report in which Mr. K. D. Limbocker, Resident Engineer, explains the chain of events which have occured up to the present time.

Mr. Limbocker recommends that due to our blasting and the subsequent failure of the new well which was drilled on this property, that we exercise our right to purchase this property, stating in a backup argument that a slide is developing causing some doubt as to the lateral support of the improvements.

The alternatives to this problem and solution entail the possible extension of a box culvert to increase the support to this property. This cost is estimated to be in excess of the $8,800 possible in the purchase of the property. There is one point that may bear on this subject, in that the well was producing an adequate supply of water until the contractor, C. R. O'Neil did some blasting that apparently disrupted the aquifer and possibly this disruption by the contractor would have some bearing on our responsibility.

If the State's obligation in the damage to this well is defined, it appears on the surface that it would be to our advantage to exercise the $8,800 option and purchase the property in its entirety and this would be our recommendation. A sketch of the property and the problem is attached for your information.

Jay B. Boyd
ASS'T. DIVSION ENGINEER

JBB:lf
Attach.
cc: K. D. Limbocker

FORM E-20 50M 2-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 18, 1965

SUBJECT: Dean Property
File No. 37203
Pacific Highway
Contract No. 6584
Prefix 610-1003

To: L. R. Chandler
Division Engineer
Roseburg, Oregon

A problem has developed concerning the subject property and a decision must be made in the near future. The option for the taking a portion of this property contained the premise that a well be drilled and that domestic water supply be gauranted for one year. Said well was drilled and was functioning until blasting for the channel change adjacent to the property was done. At this writing the well can be pumped dry in a matter of minutes and requires an excess of 24 hours to recover. The available water in the well is sufficient for meager domestic use. The contractor in cooporation with Mr. Dean has developed an irrigation source from the West Fork of Canyon Creek. Complete recovery of the well is doubtful due to the geological formation, therefore it is anticipated that a second well will have to be drilled. To add to the problem a slide is apparently developing in the overburden in this area above the rock formation. This slide is evident by frontal failure on the channel change back slope. Mr. Dean has pointed out hair line cracks, which he indicates have developed following the excavation, on the earthen floor of his garage and also h s pointed out door closure problems which indicate some movement of the house foundition.

Further trouble will probably develope when the winter rains lubricate the slip plane between the clay overburden and the greenstone bed rock.

The bridge department has proposed an extension at the 8 X 8 box culvert located adjacent to the property on the "Cx" line. Said extension would cost approximately $115.00 per Lin Ft. The required extensions has not been determined but would approximate 100 feet for a cost of about $11,500. In addition to the culvert cost additional backfill would be required which would raise this cost.

The option for this property contains a clause defining the purchase price in the event that domestic water cannot be obtained. This price is $8,800.00.

In light of the above it is the reccomendation of this office that the property be purchased at this time at the stated price of $8,800.00. The following reasoning was used for this reccomendation (1) Construction of the box culvert extension and backfill does not preclude further movement of the subject property due to consolidation. (2) There is no gaurante that a suitable well can now be developed on the property, in which event, the property would still have to be purchased leaving us with an additional 100 feet of box culvert without the justification for construction cost.

K. D. Limbocker
Resident Engineer

Improvements in Question
0.37 Ac.
3.1203
P.S.
Ch. 11+29.46
Ch. 12-29.46
Ch. 13+21.46
Ch. 14+21.46
7.0 Ac ±
+6457
0.35 Ac.
0.33 Ac.
1.25 Ac.
S 39°-4 E
S 35°-22' W
S 0°-46' W
0.33 Ac.
N 1263,703.00
E 1263,594.57
P.O.T.
P.O.C.
Dump Ho.
Pump House
Mo'w'
Mo'r'
320'
350'
400'
279'
300'
185'
400'
+50
+30
+00
80
75

E 1,263,594.51

+30

400

350

+15

Motel

Motel

Motel

+00

30

30

+00

"C1" 12+15.72 PI
N 5,263,703.00
E 1,260,514.00

80

350

+50

S 35°22' W

10

50

320

NB 18
40

Pump Island

185

"CC" 11+93.60 PC

0.33 AC

M. 94.05

"CC" 12+63.91 PT

Δ 100.4°
T 94.56
LC 93.

90

50

+25

S 25°46' W

0.25 AC

0.33 AC

+00

+64.57

"C" 13+21.45

7.0 AC Ft.

"C" 14+21.46

"C" 13+27.01 POT

EQ.

"C" 11+29.46 P.S.

"C" 12+29.46 P.C.

Improvements
in question

C
100 50
S = 2°30'
D = 50

Δ = 9°36'00"
Ts = 146.26

+00

37203

0.37 AC

320

185

11

12

C
100 50
S = 2°30'
D = 50

Sta 181+50
Const Detour Ist stage
Maintain & Remove

Match Line

Sta 189+00
Const Detour 1st Stage
Obliterate 2nd Stage

Const Guard Rail
With Blocks - 550 Lf
1225' Rt

"CX" LINE

Const Detour
Inst & Remove Temp
Drainage Facility

Const Loose Ripr - 531 CY

Const Impervious Dike
14+825

Const 85' Reinf Conc. Slab Struct
26' Roadway
Dwg. Nos. 20591 20592
14660 20340

Const Guard Rail
With Blocks - 50' Rt
325' Lt

Sta 190+50± to 204+75±
Toe Trench Exc - 2060 CY

Const Type 2 Fence

Access control line

Sta 188+65 to 192+65
Toper Median 8'to 0'
Riprap - 482 CY

Const Loose

Const Channel Change

Const Impervious Dike

Const Guard Rail
With Blocks - 200'

Const Channel Change

Const Guard Rail
With Blocks - 2075'

"C" LINE

Const Type 2 Fence

Sta 185+20 to 192+40
Sta 185+20 "Perf Drain Pipe - 800'
Special Backfill - 121 CY
Tr Exc - 1130 CY

Sta 188+00 To Sta 248+00
Const Median Barrier
(For Quant See Sheet 10)

Sta 188+64.57 P.O.T.
"C" 12+53.40 P.T.

Const Appr

Const Appr

Match Line

"CX" LINE

Const Appr

Const Appr

Const Appr

"A" 175+28.23 P.S.C.
"LN" 176+16.24 P.S.C.
400'
173+71.74
Const Type 2 Fence
Const Guard Rail with Blocks - 650'
"A" 178+64.42 P.C.S.
"A" 181+44.42 P.T.
"A" 182+22.61 P.O.T. = EQUA.
"C" 4+44.86 P.O.T.
"CX" 6+42.84 P.O.T.
"LN" 193+64.67 P.C.S.
"C" 5+62.15 P.S.
"C" 7+62.16 P.S.C.
"LN" 188+64.57 P.T.
"LN" 188+64.57 P.O.T. (21' Rt.)
+64.57
"C" 10+53.40 P.C.S.
"C" 12+53.40 P.T.
"C" 20+51.06 P.C.
Remove Exist. Structure
Const R.C.D.C. Structure - 222'
30' Roadway
Dwg. Nos. 20,448 Thru 53
14,660 & B 26
"C" 10+00
Inst. 18" Culv. Pipe - 56'
Inst. 2 End Section
Tr. Exc. 9 C.Y.
+50 Const. Type "G-1" Inlet
Inst 18" Culv. Pipe - 148'
Inst. End Section Lt.
Tr. Exc. 71 C.Y.
Sta 189+00 To Sta 248+00
Const. Median Barrier
(For Quant See Sheet 10)
PTFE Coated Cable
Const Type 2 Fence
Const Guard Rail with Blocks - 2075'
"C" LINE
Const Guard Rail With Blocks - 200'
Fiore A
Const Impervious Dike
Sta 190+50± To 204+75±
Toe Trench Exc - 2060 C.Y.
Const Guard Rail With Blocks - 50' Rt. 325' Lt.
+50 Const Appr.
Const Detour Inst. & Remove Temp. Drainage Facility
Const Guard Rail With Blocks - 550 Lf. 1225' Rt.
Sta 189+00 1st Stage Const Detour 2nd Stage Obliterate
Sta 185+20 To 192+40 Perf. Grain Pipe - 800'
Special Backfill - 121 C.Y.
Tr. Exc. - 113 C.Y.
Const Loose Riprap - 482 C.Y.
Const Channel Change
Const Channel Change Easement
Const Type 2 Fence
Sta 188+65 To 192+65
Taper Median 18" to 15"
Sta 191+50
Const. Detour 1st Stage
Match Line
"CX" LINE
"CX" 12+22.46 P.S.
"CX" 13+21.46 P.C.S.
"CX" 13+21.46 P.T.
"CX" 14+21.46 P.T.
"CC" 12+62.41 P.T.
"CC" 13+27.10 P.O.T.
"CC" 13+50.0 P.O.T.
"CC" 14+25.75
Tr. Exc. - 1000 C.Y.
Const Loose Riprap - 770 C.Y.
Const Loose Riprap - 2000 C.Y.
Const Improvements Dike
Const Channel Change
Const Guard Rail With Blocks - 250 Lf.
Inst 12" RCP Special End Section
Sta 176+00 To 180+50
Special Ditch Fill - 65 C.Y.
Tr. Exc. 50 C.Y.
Const Chain Link Fence
Toe of Exc. Slope Line 2
Const Type 2 Fence
Const Guard Rail With Blocks - 1000' Rt.
Inst 12" RCP Drain Pipe - 504'
Tr. Exc. 50 C.Y.
Const Channel Change
Const Impervious Dike
Const Loose Riprap - 200 C.Y.
Const Loose Riprap - 770 C.Y.
Const Guard Rail With Blocks - 650'
Const Type 2 Fence
Access Control Line 2
Const Type 2 Fence
Const Impervious Dike
Const Channel Change
Const Guard Rail With Blocks - 2075'
Const Guard Rail With Blocks - 200'
Const Guard Rail With Blocks - 550 Lf. 1225' Rt.
Const Guard Rail With Blocks - 50' Rt. - 50' Lt.
Const Guard Rail With Blocks - 50' Rt. 325' Lt.
Const Detour Inst. & Remove Temp. Drainage Facility
Const Detour 1st Stage
Const Detour 2nd Stage
Obliterate
Match Line
Match Line
Sta 191+50
Const. Detour 1st Stage
Sta 189+00 1st Stage
Const Detour 2nd Stage
Obliterate
Sta 185+20 To 192+40
Special Backfill - 121 C.Y.
Tr. Exc. - 113 C.Y.
Sta 188+65 To 192+65
Taper Median 18" to 15"
Sta 189+00 To Sta 248+00
Const. Median Barrier
(For Quant See Sheet 10)
PTFE Coated Cable
Const Type 2 Fence
Const Guard Rail With Blocks - 2075'
"C" LINE
Const Guard Rail With Blocks - 200'
Fiore A
Const Impervious Dike
Sta 190+50± To 204+75±
Toe Trench Exc - 2060 C.Y.
Const Guard Rail With Blocks - 50' Rt. 325' Lt.
+50 Const Appr.
Const Detour Inst. & Remove Temp. Drainage Facility
Const Guard Rail With Blocks - 550 Lf. 1225' Rt.
Sta 189+00 1st Stage Const Detour 2nd Stage Obliterate
Sta 185+20 To 192+40 Perf. Grain Pipe - 800'
Special Backfill - 121 C.Y.
Tr. Exc. - 113 C.Y.
Const Loose Riprap - 482 C.Y.
Const Channel Change
Const Channel Change Easement
Const Type 2 Fence
Sta 188+65 To 192+65
Taper Median 18" to 15"
Sta 191+50
Const. Detour 1st Stage
Match Line
"CX" LINE
"CX" 12+22.46 P.S.
"CX" 13+21.46 P.C.S.
"CX" 13+21.46 P.T.
"CX" 14+21.46 P.T.
"CC" 12+62.41 P.T.
"CC" 13+27.10 P.O.T.
"CC" 13+50.0 P.O.T.
"CC" 14+25.75
Tr. Exc. - 1000 C.Y.
Const Loose Riprap - 770 C.Y.
Const Loose Riprap - 2000 C.Y.
Const Improvements Dike
Const Channel Change
Const Guard Rail With Blocks - 250 Lf.
Inst 12" RCP Special End Section
Sta 176+00 To 180+50
Special Ditch Fill - 65 C.Y.
Tr. Exc. 50 C.Y.
Const Chain Link Fence
Toe of Exc. Slope Line 2
Const Guard Rail With Blocks - 1000' Rt.
Inst 12" RCP Drain Pipe - 504'
Tr. Exc. 50 C.Y.
Const Channel Change
Const Impervious Dike
Const Loose Riprap - 200 C.Y.
Const Loose Riprap - 770 C.Y.
Const Guard Rail With Blocks - 650'
Const Type 2 Fence
Access Control Line 2
Const Type 2 Fence
Const Impervious Dike
Const Channel Change
Const Guard Rail With Blocks - 2075'
Const Guard Rail With Blocks - 200'
Const Guard Rail With Blocks - 550 Lf. 1225' Rt.
Const Guard Rail With Blocks - 50' Rt. - 50' Lt.
Const Guard Rail With Blocks - 50' Rt. 325' Lt.
Const Detour Inst. & Remove Temp. Drainage Facility
Const Detour 1st Stage
Const Detour 2nd Stage
Obliterate
Match Line
Match Line
Sta 191+50
Const. Detour 1st Stage
Sta 189+00 1st Stage
Const Detour 2nd Stage
Obliterate
Sta 185+20 To 192+40
Special Backfill - 121 C.Y.
Tr. Exc. - 113 C.Y.
Sta 188+65 To 192+65
Taper Median 18" to 15"
Sta 189+00 To Sta 248+00
Const. Median Barrier
(For Quant See Sheet 10)
PTFE Coated Cable
Const Type 2 Fence
Const Guard Rail With Blocks - 2075'
"C" LINE
Const Guard Rail With Blocks - 200'
Fiore A
Const Impervious Dike
Sta 190+50± To 204+75±
Toe Trench Exc - 2060 C.Y.
Const Guard Rail With Blocks - 50' Rt. 325' Lt.
+50 Const Appr.

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SEP 14 1965
FOR FILING

I-5-2(46)96

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
Date AUG. 17 1965 By JE Martin
Title U.S. Bureau of Public Roads

Project Name Canyonville-Bear Gulch
Highway Pacific
County Douglas
Contractor C. R. O'Neil
Address Route 2, Box 95, Creswell, Oregon

Date Aug. 25, 1965
Contract No. 6571
Prefix 610-1003
F. A. Project No. I-5-2(46)96
Order No. 3 (Supp.) #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

To revise water line Sta. "FR_2"502 - "FR_2"509

Location by station numbers:

"FR_2" 502 - "FR_2"509

Estimate of quantities and cost:

Labor	$250.00
Equipment Rental	250.00
Materials	250.00
Total	$750.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This item was inadvertently omitted from the plans as "Extra Work" or any other designation. However, the adjustment of this facility is necessary to the construction of this project. Since no mention of this item was made on the plans, the only equitable method of handling it is a "Extra Work." All installations to be made in compliance with prevailing specs. Work has been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,305,803.36
Present estimate of project cost, including $750.00 for work under this order	$4,305,803.36
Expected under-run / over-run amount	$ 0.0
Expected under-run / over-run per cent	0.0

Space to right of this line is for use of Salem Office

Submitted by: /s/K. D. Linbocker — Resident Engineer

Approval Recommended: /s/ John A. Bond — For Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II — Asst. Division Engineer

Approved /s/ L. H. Young — Deputy State Highway Engineer; Assistant State Highway Engineer or Office Engineer.

State Printing

Young 9-14-65

Form S-20-66f

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SEP 3 - 1965
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STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 20 1965 By ME Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

I-5-2(46)96

Project Name Canyonville-Bear Gulch
Highway Pacific
County Douglas
Contractor C. R. O'Neil
Address Creswell, Oregon

Date August 18, 1965
Contract No. 6571
Prefix 610-1003
F. A. Project No. I-5-2(46)96
Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: To correct potential slide areas on the project by laying back overburden above the bedrock. Various areas have not developed as anticipated during the construction. Bed rock not developing at the indicated elevation, therefore, extensive amounts of overburden are on a ½ : 1 slope which poses a potential slide condition. These exist only on the channel change and frontage road cut areas. Payment to be made for clearing and pioneering. Material to be removed at unit price.

Location by station numbers:

Throughout the project, particularly left of station L 102/50 to L 111/00, right of B 176/00 to B 192/00 and at intermittent locations along the entire length of C line.

Estimate of quantities and cost:

Equipment Rental	$10,000.00
Labor	10,000.00
Total	$20,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Slide work was anticipated on this project and funds were set up in the authorization. Performance of the work at this time will be more economical. This problem has been discussed with Mr. Paul Riedl, BPR Area Engineer prior to submittal. No work has been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,325,803.36
Present estimate of project cost, including $ 20,000.00 for work under this order	$4,325,803.36
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space for use of this line and below in State Highway Engineer's office

Submitted by: /s/ K. D. Limbocker, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

State Treasurer

Young 9-2-65

RECEIVED
AUG 18 1965

August 18, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 225 covering relocation of telephone lines on the Canyonville-Bear Gulch Section of the Pacific Highway in Douglas County, Contract No. 6571 in connection with Federal-Aid Project No. I-5-2(46)96.

This order is to cover cost of reimbursing California-Pacific Utilities Co. for relocating their telephone lines. This work was anticipated and provided for in the original contract authorization.

This order was discussed with BPR and recommended for approval August 3, 1965. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

KMR:cd

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED AUG 5 - 1965 FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

~~I-5-6(42)96~~

DATE: August 3, 1965

In reply refer to: 08-35.4-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-2(46)96, Canyonville-Bear Gulch Section
California-Pacific Utilities Company Utility Adjustment

Our memorandum dated March 15, 1965 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated March 8, 1965, furnished with the P.S. & E. documents for the physical construction, and the above-mentioned utility's letter dated June 21, 1965, as well as the plans and estimated furnished therewith and transmitted with Mr. Litchfield's letter dated July 16, 1965.

An X-permit covering the subject adjustment was approved by this office on August 2, 1965.

Our program memorandum dated March 1, 1965 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

copy to Litchfield
Bandole 8-5-65

RECEIVED AUG 5 1965 OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

A

RECEIVED
JUL 23 1965
FOR FILING
I-5-2(46)96
6571

July 22, 1965

Mr. L. L. Quesnel
Right of Way Officer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Canyonville-Dear Gulch Section
Contract No. 6571, Douglas
County, Diversion Dam and Fish
Ladder, Water Rights Station 84+70
15091 a, b, c, d, and e
Your File I-5-2(39)92

Dear Sir:

Please refer to your June 29 letter declining participation in acquisition of private rights to water diverted from Canyon Creek at the subject location. Our effort now toward the alternative of not making the planned modifications to the dam and installation of fish ladder arises primarily from construction considerations.

The Interstate Highway construction affects Canyon Creek for a distance of several miles upstream from the dam; 3.1 miles on the subject project alone which includes 17 channel changes upstream plus several sections of dike and riprap work, and 11 culvert extensions or installations. It is impossible to accomplish all this work in the channel without muddying the stream and also fluctuating its flow, and this work will continue for another year.

One Extra Work Order has been authorized to make a temporary water service hookup to the City of Canyonville system to serve the Dowd property which used the creek as a source of domestic water. This was a temporary expedient and is subject to interruption at any time because the City has a limited summer supply. There are four other properties with water rights.

A further consideration is the fish passage problem. Although the State Game Commission helped evolve the fish ladder plan and approved our construction plan, their position at the time was that the best solution would be removal of the dam.

The above benefits from acquisition of the water rights permitting elimination of the dam and fish ladder are in addition to the $13,000 contract cost saving possible.

We respectfully request that you reconsider participation in the water rights acquisitions. An early reply would be greatly appreciated.

Very truly yours,

Ferrest Cooper
State Highway Engineer

By

F. B. Klaben
Assistant State Highway Engineer

cc: Mr. Ferrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young
Mr. D. H. Meehring
Mr. L. R. Chandler

JABlfp mrb

FORM E-30X—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 14, 1965

SUBJECT: Canyonville-Canyon Creek
Pass Section, I-5

To: Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

I enclose a copy of a letter to us from L. L. Quesnel, Right of Way Officer, Bureau of Public Roads. Mr. Quesnel states that the Federal Government cannot participate in payments made to property owners for loss of water occasioned by the removal of the dam located in Cow Creek about one mile south of Canyonville.

You also have correspondence from Mr. R. O. Koski, Chief of Liberations of the Oregon State Game Commission which explains our responsibility in this area.

Please prepare an answer to Mr. Quesnel setting forth pertinent facts in the case and requesting him to review his decision. Your letter should also contain certain information that I understand is in the hands of the Right of Way Department concerning the need for performing some remedial action here.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

Enclosures

477 Cottage Street, NE
Salem, Oregon 97301

FILE I-5-2(39)92, Canyonville-Canyon Creek Dam

June 29, 1965

Original signed DJ
L. L. QUESNEL

58-39.7
X-file I-5-2(46)94

L. L. Quesnel, Right of Way Officer
Salem, Oregon

Diversion Dam, Station 86+70, left side

The State has conducted studies which show it is not economically feasible to allow this dam to remain when cost of maintenance and repair is compared to the cost of paying damages to several properties which will be deprived of water if the dam is removed.

We assume maintenance is a State obligation and since current right of way needs do not indicate a necessity to interfere with the dam Federal funds cannot participate in payments made to property owners for loss of water occasioned by removal of the dam.

Two files have been appraised on the basis of damages for loss of water, No's. 15091 and 15306. Any further appraisals will probably fall in these older numbers.

RECEIVED
JUN 30 1965
RIGHT OF WAY

Commissioners
Tallant Greenough, Coquille
Chairman
Joseph W. Smith, Klamath Falls
Vice-Chairman
John P. Amacher, Winchester
Pat Metko, Bend
Jayne L. Phillips, Baker

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

CONSTRUCTION DIVISION
RECEIVED
OCT 2 1964
NOTED

State Highway Engineer
State Highway Department
Salem, Oregon 97310

FILE: DOUGLAS COUNTY
Canyonville-Josephine County Line
Section

Attention: Mr. F. D. Morgan

Dear Sir:

We regret the delay in sending our comments regarding the prospectus for construction of Canyonville-Josephine County Line Section, Pacific Highway, Douglas County.

Part of the delay has been caused by investigation into the background features of a dam located about one mile south of Canyonville in Section 34, Twp. 30S, R 5W. This dam was originally built by the State Highway Department in 1951, and no fishway was provided. After some negotiations for several years, a ladder was provided, but by 1955 the bedrock in the relocated channel was so eroded that the ladder was useless except at certain water levels. In 1957 and shortly thereafter, we attempted to have this matter corrected, but personnel changes in both departments forestalled any action.

A photograph showing the present situation below the dam is enclosed, taken at a period of high flow.

It is our feeling that, if at all possible, if construction in this area will cause some alteration of the stream near the dam site, corrective measures should be taken at this time. The dam originally serviced an ice plant and it is probable that this use no longer exists. The best solution would be removal of the dam, but if the dam is to be retained, a series of low weirs should be provided below the ladder to create a stair-step situation.

If assistance is needed in determining the proper facilities for passage of fish at this dam, please contact Mr. George Kernan, Chief Engineer at the Portland office of the Game Commission.

Fish passage will be required on any new crossings of Canyon Creek going south to a point about one mile south of the mouth of West Fork Canyon Creek. From that point, south to the summit, as indicated on the enclosed map, no passage will be required. Cow Creek crossings, and crossings of Clear Creek, Quines Creek, McCollum Creek, Woodford and Swamp Creek, should all provide for adequate passage of anadromous fish.

We request that precautions against excessive siltation be taken during construction.

The opportunity to present our views on this project is appreciated and we again apologize for the delay in sending our comments to you.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm
Enclosures-Map and photo

cc: Director, OFC

Copies to:
L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
L. R. Chandler (2)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
PLANS FOR PROPOSED PROJECT

DOUGLAS COUNTY

OCTOBER 1950

churches
cemeteries
Overcrossings
Undercrossings
Culverts

T. 30 S., R. 5 W.

N. END OF CONST. PROJECT
STA. 476+50

City limits

Cow Creek

Existing U.S. Route 99
PACIFIC HIGHWAY

END OF CONSTRUCTION
STA. 455+00

4.69 MILES TO TAP 78-A

BEGINNING OF PROJECT FI-76 (15)
STA. 476+50

23rd

24

C A N Y O N V I L L E

Const. Highway Detour
Const. Channel Change
CANYON
CREEK
Const. Asphaltic Conc. Pavement
Owned by
State Highway Commission
JACKSON REYNOLDS D.L.C.
Constructed Highway Detour on L. 950'
Grading quantities incl. in Roadway distr.
Detour Road
Channel Change
Const. Earth Dam along
Ground Line for
Channel Change
and Hwy. Detour
Const. Channel Change on L. 1200'

FORM S-60 3M 1-60 87530

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

V87 P. 72

SUBJECT: [illegible], 15386

To: George Holde
[illegible] Journal

Dear George:

In [illegible] Co[illegible] in Canyonville, I [illegible] t[illegible] and t[illegible] is the contract purchaser from Norlund, [illegible], Inc., and according to [illegible] Standard Oil's [illegible] addition [illegible].

It seems [illegible] have some [illegible] on the property. The [illegible] been done. [illegible] still in the ground. [illegible] but apparently shows fifteen to hold [illegible], then it [illegible] their office in order to [illegible] when it expires or, [illegible] when it expired.

The [illegible] under the highway which carried [illegible] court directly [illegible]. This [illegible] no longer [illegible] its entirety by us. Therefore, I [illegible] to the [illegible] line.

The ditch about which you [illegible] the water right holder [illegible] re-establishing it when we construct the next section. [illegible] been made for a new dam and take-off to serve the ditch.

The E. G. Ky mortgage, the last I heard of it the thing [illegible] ing situation. Mr. Ky gave to Mr. Norlund a satisfaction of mortgage to be held by him until such time as a completed [illegible]. Since then, time we were contemplating [illegible] the [illegible] the [illegible] changed and we are hitching only [illegible] I do not know whether Ky [illegible] or until satisfaction of Mortgage. I suggest that we let it ride [illegible] it is until such time as the negotiations are in close. This could very easily end up in a condemnation or in our [illegible] settling the thing.

Very truly yours,

Don Austin,

Form S-390—636

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED *
Contingent upon modification of project statement if additional funds are required.
Date JUN 2 1965 By [signature]
This Dist. Engineer
U.S. Bureau of Public Roads

Project Name Canyonville-Bear Gulch Date June 2, 1965
Highway Pacific Contract No. 6571
County Douglas Prefix 610-1003
Contractor C. R. O'Neil F. A. Project No. I-5-2(46)96
Address Rt. 2, Box 95, Creswell, Oregon Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

"Domestic Water Supply" Install approx. 1,300 feet of 1" to 3/4" Plastic water line and temporarily supply, from city facilities, domestic water to two property owners who currently, through existing water rights have been receiving water from Canyon Creek, but due to pollution from channel and culvert construction cannot now dur so.

*Upon completion of work under this order salvage value for the materials utilized will be made and credited to the project.

Location by station numbers:

Lt. to "L" 70 + 00 - 83 + 00

Estimate of quantities and cost:

Materials	$166.00
Labor	158.00
Equipment	75.00
Est. for 12 mo. period-Payment [illegible]	216.00
Total	$615.00

Explanation: (Explain here the conditions which [illegible] work to be classed as "extra work")

There are no bid items applicable to the nature of the work and the uncertainty of the length of time which water must be supplied necessitate this work being performed on Extra Work basis. Materials will be salvageable. Work is being commenced on this date according to prior telephone approval from [illegible] Williams, Ass't Div. Eng'r.
[illegible] agreement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Noted E.F.S. for REN

Project authorization	$ 4,325,803.34	Salem office
Previous estimate of project cost, including $ 615.00 for work under this order	$ 4,325,803.34	Salem office
Estimated under-run / over-run amount	$ 0.00	Salem office
Estimated under-run / over-run per cent	0.00	Salem office

Submitted by: /s/ K. D. Limbocker, Resident Engineer
Approval Recommended: /a/ John A. Bori for Construction Engineer or Bridge Engineer
Approval Recommended: /s/ Jay P. Reed, Asst. Div. Engineer
Approved /a/ L. H. Young, Assistant State Highway Engineer, Office Engineer.

State Printing

Eng to Young 6-29-65

FORM E-128X 50M 3-63

RECEIVED
MAY 1 4 1965

COMMISSIONERS
GLENN A. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-2(39)92
6571

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 6, 1965

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Attention Mr. T. Dee
Assistant Division Engineer

Oregon Project I-5-2(39)92
File No. 37205 - Hurley
Canyonville-Bear Gulch Section
Pacific Highway
Douglas County

Dear Sir:

Reference is made to your memorandum dated May 4, 1965 regarding the above numbered file.

This is to advise you that the requested information is now on the right of way file.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

WALTER T. WRIGHT
Right of Way Engineer

CES:mc

cc: F. B. Klaboe
L. N. Young
M. R. Mitchell
G. E. Rohde

RECEIVED
MAY 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

misc. contracts
Agreement No. 2832

RECEIVED
MAY 20 1965
FOR FILING
6571

Salem, Oregon
April 27, 1965

Agenda Item 4-m

Mr. H. S. Cox
County & City Engineer
Building

Attention: Mr. D. N. Harwell
Office Engineer
County & City Div.

Throughway Agreement
Canyonville-Bear Gulch Section
Pacific Highway No. 1 (I-5)
City of Canyonville
(Supersedes agreement of 9-28-56)

Attached is a conformed copy of an agreement with the City of Canyonville covering construction on the Canyonville-Bear Gulch Section of the Pacific Highway in Douglas County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Canyonville and a conformed copy has been sent to Douglas County.

Secretary

rn
Attach: 1

RECEIVED
APR 28 1965
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. BRICKEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 27, 1965

Mr. C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

Dear Mr. O'Neil:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 6571, awarded April 13, 1965, for grading, paving, structures and signing on the Canyonville-Bear Gulch Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Enclosure

RECEIVED
MAY 18 1965
FOR FILING

STATE COPY

APPROVED
Contingent upon modification of project and ... funds are ...
Date MAY 3 1965
W E Martin
Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Canyonville-Bear Gulch ..... Date April 26, 1965

Highway Pacific ..... Contract No. 6571

County Douglas ..... Prefix 610-1003

Contractor C. R. O'Neil ..... F. A. Project No. I-5-2(46)96

Address Rt. 2, Box 95 Creswell, Oregon ..... Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: To revise water line shown on the plans opposite Sta. L 66+00-68+50. Revision of the plan as shown is to be made at the request of the City of Canyonville and the affected property owners. The City will extend their main to the city limits opposite L 70+20 ± along the old highway. . The State will continue the main to L 70+00 ± along the old highway to a point opposite an access bridge. The owners will then make the connection to provide their service. The cost involved will be slightly less due to removal of the line from a construction area.

Location by station numbers:

L 70+00 - L 74+00

Estimate of quantities and cost:

Labor	$100.00
Equipment rental	100.00
Materials	100.00
Total	$300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This item indicated on the plans as extra work. All work to be performed in compliance with the standard specifications. Equipment rental rates as per the State-AGC agreement. Work has not been started. Telephone confirmation is requested.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,325,803.36
Present estimate of project cost, including $ 300.00 for work under this order	$4,325,803.36
Expected under-run / over-run amount	$ 0.0
Expected under-run / over-run per cent	0.0

Space to right of this line is for use of Salem Office

Submitted by: /s/ K. D. Limbacker — Resident Engineer

Approval Recommended: /s/ G. L. Decker Asst. — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II Asst. — Division Engineer

Approved /s/ L. H. Young — State Highway Engineer / Assistant State Highway Engineer / Office Engineer

State Printing

orig to young 5-18-65

RECEIVED
MAY 10 1965
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

G-1; P

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Canyonville-Bear Gulch Date 4-19 19 65

Highway Pacific Contract No. 6571

County Douglas Prefix 610-1003

Contractor C. R. O'Neil F. A. Project No. I-5-2(46)96

Address Route 2, Box 95, Creswell, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

To provide, equip and maintain adequate flagging for the protection of the motoring public in conformance with Section 7-30 (Pages 47-49), Standard Specifications for Highway Construction, 1964.

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date APR 26 1965 By WE Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Location by station numbers:

Throughout project limits.

Estimate of quantities and cost:

Flagging $10,000.00

(Project authorization amount $10,000.00)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

In order to provide adequate flagging, the State shares the expense of the operation, thereby giving control of the flagging to the State.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,325,803.36	
Present estimate of project cost, including $10,000.00 for work under this order	$4,325,803.36	
Expected under-run / over-run amount	$ 0.00	
Expected under-run / over-run per cent	0.00	

Submitted by: /s/ K. D. Limbocker
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II
Asst. Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Orig young 5-7-65

RECEIVED
APR 13 1965

Form CAH-1
(1-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 13, 1965

In reply refer to: 08-35.2-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(46)96
Canyonville-Bear Gulch Section
Grading, paving, structures and signing

As requested in Mr. Young's letter of today advising that all rights or way or rights of entry and access rights, with the exception of those involved with utilities, have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6571 to C. R. O'Neil of Creswell, Oregon, low bidder in the amount of $3,723,508.55 at the April 6, 1965 bid opening.

Mr. Litchfield's March 10, 1965 utility status report transmitted copies of the Staff Attorney's letters to the utilities involved in this project.

The project will not be accepted as complete unless utility access rights listed as exceptions are acquired in addition to other requirements for such action.

We acknowledge receipt of your March 26, 1965 supplemental base design for the existing roadway on this project. Though the analysis tends to support the depth of immediate overlay of the pavement, the appropriateness of the additional future 2-inch overlay does not appear to be conclusively supported. Consequently we cannot agree to this later stage construction at the present time.

Mr. Wright's April 12, 1965 letter established your responsibility to maintain the diversion dam, at Sta. 84+83 left, as requested by our March 15, 1965 authorization memorandum.

REFERRED TO
Young
Date: ____ By: ____
To.: ____

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

orig to Young 4-19-65

FORM E-123

RECEIVED
APR 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID O. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

65 11

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

April 12, 1965

Project No. I-5-2(46)96
Canyonville-Bear Gulch Section
Douglas County

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

By way of partial response to your letter of March 15, 1965 relating to the Canyonville-Bear Gulch project, the following information is submitted relative to the diversion dam at Station 84+83 Left.

A record of this point of diversion indicates that it has been in use for nearly a hundred years. The obligation of the State to repair and keep the diversion dam serviceable is recorded under Right of Way file No. 15091, and a warranty deed from Gross to the State Highway Commission dated May 15, 1950.

Very truly yours,

G. E. ROHDE
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

WTW:SM
cc: Lloyd P. Shaw
L. H. Young
M. R. Mitchell

NOTED
F. B. KLABOE

NOTED
LLOYD P. SHAW

RECEIVED
APR 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Klaboe

Form D-121
(1-1-63)
(Prev. by
A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 15, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By H. E. Martin
District Engineer

RECEIVED
MAR 31 1965
RIGHT OF WAY

SUBJECT: Oregon Project I-5-2(46)96
Canyonville-Bear Gulch Section
Grading, Paving, Structures & Signing

NOTED
W. T. WRIGHT

NOTED
D. H. MOEHRING

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way and control of access rights have been acquired or rights-of-entry obtained with relocation advisory assistance provided as indicated in Mr. Wright's and Mr. Litchfield's March 8 and March 10, 1965 reports with the following exceptions:

4/1/65 All clear

File No. 37203 - Dean OP		$1,500
" " 37265 - Wilson F		2,125
" " 37314 - Bordeaux F		100
		$3,725

RECEIVED
MAR 31 1965
LEGAL & RIGHT OF WAY

Access rights - Pacific Power & Light Co.
Pacific N.W. Bell Telephone Co.

We understand that condemnation suits will be filed with the expectation that the above three parcels will be made available for occupancy and contractor's use prior to your requesting our concurrence in award. If utility access rights have not been acquired prior to award, the utilities involved should be listed as exceptions to your right-of-way certification.

The use of the Standard Specifications for Highway Construction - 1964, is approved for use on this specific project subject to the following limitations: The proprietary reference to AWPA Standard Specifications under Articles 421 and 731 is not approved under the provisions of paragraph 5d of PPM 40-3.1. A special provision or supplementary standard specification should be submitted to assure Federal participation in bid items for which wood preservatives are used with reference to AWPA.

The use of your Standard Specifications for Asphalt Cements (Revision of January 1, 1965) is approved for use on this specific project.

Clare Morgan Wright Morgan

NOTED
LLOYD P. SHAW

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

The use of the Division I - General Requirements, Article 8-1 Subletting, dated 12-1-64; Section 215 - Plantmix Stone Base, dated 12-1-64; Section 315 - Plantmix Bituminous Base, dated 12-1-64; and Section 415 - Riprap, dated 12-1-64, Supplemental Standard Specifications is approved for use on this specific project.

Section 520-A, Painted Wood Sign Posts, dated January 1, 1965, cannot be accepted for Federal-aid projects either as a standard or on a project by project basis until the reference to the "Grading Rules of the Port Orford Cedar Lumber Association" is deleted, as covered in our March 15, 1965 memorandum.

We note that credit is being given to Interstate funds for the costs of curbs installed under Project I-5-2(5)100 which are to be removed. Increased costs for the revised design are considered to be satisfactory as an added essential safety element.

The pavement type selection of the project is accepted on the basis of documentation attached to your September 28, 1964 "Project Base Design" sheet. However, neither the full 6-1/2 inch overlay of the existing pavement nor the additional stage construction on the existing roadway is acceptable. If participation is desired in the full depth of the overlay, additional justification should be furnished prior to our concurrence in award. In addition, design information for the incidental roadways should be furnished.

Your estimate includes contingency items for salvaging rest area appurtenances and lighting equipment. Credit for the estimated value of this salvaged material should be given should participation in the cost of this work be desired.

Mr. Young's March 11, 1965 letter indicates that nonconcurrence by appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest. In addition, you indicate that the fish ladder at Sta. 84+83 Left is being reconstructed at the request of the Fish Commission. Apparently, the current construction does not conflict with the diversion dam involved, consequently a definite statement should be furnished prior to concurrence in award that you are required to maintain the facility as a right-of-way or some other obligation in order to establish eligibility of the cost of the work as a participating item.

The January 4, 1965 final draft of your agreement with the City of Canyonville has been reviewed, and traffic control measures as well as provisions for city-owned utility adjustments are considered to be satisfactory. Evidence that city officials have signed the agreement has been furnished. Copies should be furnished for our approval and files after the agreement is executed.

Attachment

RECEIVED
MAR 22 1965
FOR FILING

March 22, 1965

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the April 20 Commission meeting will be a throughway agreement with the City of Canyonville pertaining to the Canyonville-Dear Gulch Section of the Pacific Highway No. 1 (I-5) in Douglas County.

This agreement provides for construction of the throughway and its interchanges, reconstruction of various frontage roads or streets, street closures, parking restrictions, utility relocation and other pertinent problems relating to the construction of the facility within the city of Canyonville.

Upon completion of project, the City will assume maintenance, jurisdiction, and control of the various frontage roads and those city street connections that will be reconstructed as part of the project.

The project is estimated to cost approximately $3,700,000, and bids will be opened on April 6.

Your approval is recommended and your authority requested for the Secretary's signature for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan
H. S. Cox
L. R. Chandler

LPS:ajw bjs

Form CD-421 (11-63) (Prescribed by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED MAR 30 1965 FOR FILING

I-5-2(46)96

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 19, 1965

In reply refer to: 08-35.EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

RECEIVED MAR 19 1965 OFFICE STATE HIGHWAY ENGR

SUBJECT: Oregon Project I-5-2(46)96
Canyonville - Bear Gulch Section
Median Curb Removal

Mr. Shaw's March 16, 1965 letter requested that Interstate participation be approved for an improved median design on the subject project apparently between approximate Stations 475+00 to 42+00 on the northerly end of the subject project.

The third paragraph on page 2 of our March 15, 1965 P. S. & E. memorandum approved the new design as well as your estimate, included in the assembly, which indicated a credit for the cost of curbs, installed under Project I-5-2(5)100, which are to be removed. There was no specific limitation on reimbursement with Federal-aid Interstate funds at the normal pro rata share for work under the new design considered to be an added essential safety element.

The above procedure, which your P. S. & E. submission proposed, is in accordance with our policy being applied nationwide to control the amount of expenditures from the appropriated Interstate funds and to not reconstruct work completed on the Interstate System that met or meets adopted Interstate standards. Mr. Edward's April 19, 1962 letter accepted a comparable procedure on Project I-80N-2(7)15. Similar decisions have been furnished to your office on other situations, notably the new Game Farm Road Interchange. Furthermore, the situation now questioned was discussed with Mr. Shaw several months ago. Consequently, rather than go into a complete detailed explanation of the complex Federal statutes, legislative intent or national policy involved in this memorandum, we will briefly state that generally except for true stage construction, added essential safety elements, or added beautification, Interstate funds cannot be used to continually upgrade standards. These situations do not involve reconstruction. As an example, Section 4 of the Federal-aid Highway Amendments Act of 1963, which amended Subsection (b) of Section 109 of Title 23 changing the design year, was not applicable retroactively. If you now feel that you cannot accept such procedures, we suggest that a conference be held sufficiently in advance of the bid opening on this project in order that appropriate modifications in design can be made, if necessary.

Copy To Young 3-29-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 17 1965
FOR FILING

March 16, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Canyonville-Bear Gulch Section
Project No. I-5-2(46)96
Median Curb Removal

Dear Sir:

In the matter of salvage credit for existing curbs occurring on the subject-named section, I wish to submit the following:

In 1956 the project "Forus Bridge-Canyonville" was contracted to include the construction of concrete curbs and gutters in the median area of the subject project. At the time of this original contract the State Highway Department with the concurrence of the Bureau of Public Roads felt that this was sound engineering design.

Subsequent to the completion of this original project, the modern concepts of freeway design have made these curbs and gutters functionally obsolescent. The only practicable method of constructing this section to modern acceptable standards is to remove this curb and gutter, pave the median and install median barrier.

We feel confident that your office does not wish to perpetuate a functionally obsolete design and will participate in this section being constructed to modern freeway standards.

Also we fail to see any reason to consider a salvage value for the obsolete curbs and gutters in question.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LHY:bb

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. C. H. Maison

RECEIVED
MAR 30 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
M. E. Martin
Dist. Engineer

March 15, 1965

08-35.2-28

A. W. Parsons, Division Engineer
Salem, Oregon

By M. E. Martin
District Engineer

Oregon Project I-5-2(46)96
Canyonville-Bear Gulch Section
Grading, Paving, Structures & Signing

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way and control of access rights have been acquired or rights-of-entry obtained with relocation advisory assistance provided as indicated in Mr. Wright's and Mr. Litchfield's March 8 and March 10, 1965 reports with the following exceptions:

File No. 37203	- Dunn	$1,500
" " 37265	- Wilson	2,125
" " 37314	- Bordeaux	100
		$3,725

Access rights - Pacific Power & Light Co.
Pacific N.W. Bell Telephone Co.

We understand that condemnation suits will be filed with the expectation that the above three parcels will be made available for occupancy and contractor's use prior to your requesting our concurrence in award. If utility access rights have not been acquired prior to award, the utilities involved should be listed as exceptions to your right-of-way certification.

The use of the Standard Specifications for Highway Construction - 1964, is approved for use on this specific project subject to the following limitations: The proprietary reference to AWPA Standard Specifications under Articles 421 and 731 is not approved under the provisions of paragraph 5d of PPM 40-3.1. A special provision or supplementary standard specification should be submitted to assure Federal participation in bid items for which wood preservatives are used with reference to ANPA.

The use of your Standard Specifications for Asphalt Cements (Revision of January 1, 1965) is approved for use on this specific project.

Original To Young
3-30-65

-more-

The use of the Division 1 - General Requirements, Article 8-1 Subletting, dated 12-1-64; Section 215 - Plantmix Stone Base, dated 12-1-64; Section 315 - Plantmix Bituminous Base, dated 12-1-64; and Section 415 - Riprap, dated 12-1-64, Supplemental Standard Specifications is approved for use on this specific project.

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We note that credit is being given to Interstate funds for the costs of curbs installed under Project I-5-2(5)100 which are to be removed. Increased costs for the revised design are considered to be satisfactory as an added essential safety element.

The pavement type selection of the project is accepted on the basis of documentation attached to your September 28, 1964 "Project Base Design" sheet. However, neither the full 5-1/2 inch overlay of the existing pavement nor the additional stage construction on the existing roadway is acceptable. If participation is desired in the full depth of the overlay, additional justification should be furnished prior to our concurrence in award. In addition, design information for the incidental roadways should be furnished.

Your estimate includes contingency items for salvaging rest area appurtenances and lighting equipment. Credit for the estimated value of this salvaged material should be given should participation in the cost of this work be desired.

Mr. Young's March 11, 1965 letter indicates that nonconcurrence by appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest. In addition, you indicate that the fish ladder at Stn. 84+83 Left is being reconstructed at the request of the Fish Commission. Apparently, the current construction does not conflict with the diversion dam involved, consequently a definite statement should be furnished prior to concurrence in award that you are required to maintain the facility as a right-of-way or some other obligation in order to establish eligibility of the cost of the work as a participating item.

The January 4, 1965 final draft of your agreement with the City of Canyonville has been reviewed, and traffic control measures as well as provisions for city-owned utility adjustments are considered to be satisfactory. Evidence that city officials have signed the agreement has been furnished. Copies should be furnished for our approval and files after the agreement is executed.

Attachment

RECEIVED
MAR 12 1965

March 11, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Complete P&E documents for the following projects have been submitted to your department, and accordingly, we are requesting your authorization to advertise them for bids to be received April 6th, 1965:

1. I-5-1(57)14 N. Ashland-S. Ashland Section
2. I-5-2(46)96 Canyonville-Bear Gulch Section
3. I-5-2(47)82 Azalea-Glendale Section

There is hereby incorporated by reference, as a condition of approval of these projects by the Bureau of Public Roads for Federal-aid participation, the language specified by Section 60-1.3 (b)(1) of the regulations of the President's Committee on Equal Employment Opportunity (as adapted by the Bureau and set forth on pages 12-H through 12-K, of the Labor Compliance Manual, Federal-aid Construction); and such specified language will be set forth in full in the project agreement.

In compliance with IM 21-5-63, the Fish and Game Commissions have been furnished data on the above projects for their consideration of the effect of construction on fish and wildlife and their recommendations of measures to minimize any detrimental effects which may result from the proposed construction. The Fish and Game Commissions have approved the data with the exceptions listed below. There are no other special measures planned as project expenditures for fish and wildlife protection on the projects.

The fish ladder on the Canyonville-Bear Gulch Section, Project No. I-5-2(46)96 is the result of the Fish Commission's request. Concurrence has been received.

Azalea-Glendale Jct. Section, Project No. I-5-2(47)82 has not been cleared with the Fish Commission as yet. They have objected to

the grade of a culvert and requested baffles be installed at Sta. 331+00; also a request for rock baffles to be placed right of Sta. 262+00. Concurrence is expected as soon as plans can be furnished to them.

In compliance with IM 40-3-62, specific single materials or products called for in the specifications of the above projects have been justified and were approved by your letter dated March 9, 1964, subject: "IM 40-3-62 Product Selection and Bidding Procedures".

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, subject: "Consideration of the over-all interests of the public in Federal-aid highway programs and programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding the projects. The projects do not affect any of the above-mentioned resources.

We are forwarding the following Status Reports:

1. Right of Way Status Reports dated March 8, 1965.
2. Utility Status Report dated March 10, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:mb
Enc.

RECEIVED
NOV 27 1964
FOR FILING

Salem, Oregon
November 27, 1964

Canyonville-Bear Gulch Section
Interstate 5 - Douglas County

Mr. F. D. Morgan
Construction Engineer

Attention: D. J. Barbee

Following our conversation of November 25 in regard to removal of existing monolithic curb and gutter between Stations 475+00 and 492+75, I contacted Mr. Porter and discussed the matter with him. He concurs that this section of curb and gutter should be removed and replaced with a paved median and the regular double guardrail.

I further discussed the possibility of participation on the part of the Bureau with Mr. Parsons and Mr. Doe of the Division office. Mr. Doe stated the Bureau would be able to participate on a 90-10 basis in removal of curb and gutter and paving of the median, including necessary guardrail. In order to make this possible, the Bureau would require reimbursement for the original installation of monolithic curb and gutter but would consider reimbursement on a depreciated basis. The exact terms of "depreciated basis" were not discussed.

Prepare this project on the basis of interstate removal of curb and gutter, paving of median, installation of guardrail; and, at the same time, work up from the original construction job the costs involved in the original installation of monolithic curb and gutter. Be certain the Bureau buys this on a depreciated basis, not original cost.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc Forrest Cooper
R. L. Porter

T. Doe, Acting Director, [illegible]

[illegible] dated January 5, requested our reconsideration [illegible] the proposal to [illegible] additional signing at the Welcome Site [illegible] with [illegible]. This proposal was forwarded to our Federal [illegible] for their interpretation of Corps policy concerning [illegible] level.

[illegible] to [illegible] to the extent outlined [illegible] of [illegible] alternatives:

[illegible] the case of [illegible] consultation of new signs may be [illegible] to [illegible] permanent [illegible] for [illegible] are available to such class of [illegible], one [illegible] [illegible] to [illegible] to [illegible] for signs as are [illegible] for [illegible].

[illegible] [illegible] consultation of [illegible] [illegible] the [illegible] [illegible] [illegible]

FORM E-123T 50M 12-63

RECEIVED
DEC 2 1964
FOR FILING

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. SIMPSON
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 24, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Subj: Canyonville-Bear Gulch Section
Pacific Highway
Douglas County

Dear Sir:

Referring to section (3) of your letter dated October 6, 1964 on the subject section, we attach a copy of a letter from the City of Canyonville in which they state they are foregoing some much needed street work in order to pay for the sewer move in question and the belief that to add purchase of right of way to their costs would cause a definite hardship.

In any event, further discussions with your people brought out a misunderstanding on our part of your design desires relative to the right of way line, access control line, fence and sewer. The sewer has been relocated on the plans and we understand that the problem stated in your October 6 letter no longer exists.

If the situation as it now exists is not satisfactory to your office please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By A.D. Olson
A. D. Olson
Urban Engineer

Enclo.
ADO:jp

cc: L. P. Shaw

NOTED
LLOYD P. SHAW

· CITY HALL · · CITY OF CANYONVILLE ·

CANYONVILLE, OREGON 97417

October 19, 1964

STATE OF OREGON
Highway Department
Salem, Oregon

Att: H. S. Cox, Engineer

Dear Mr. Cox:

Please be advised that due to the city's financial condition the City of Canyonville finds it impossible to aquire additional right-of-way for our sewer line along the proposed south bound off-ramp of Inter - state Highway 5 in Canyonville.

In 1960 the City voted a bond issue for the installation of our sewer system, which reached the legal bonding limit of this municipality. We have had to ask the people to vote an increase in taxes for the past three years to enable us to replace an old inadequate water pipe line. Our resources are just meeting our present obligations.

The relocation of this sewer line alone, not counting the purchase of additional right-of-way, is placing a tremendous burden on the finances of the City, even with some help promised by the county. By doing this we must forego some much needed street and other improvements. But the Council feels that the City, the County and the State will benefit tremendously by having the off-ramp at this location. The Council also feels that if the residents were asked to vote additional taxes for the purchase of a new right-of-way, the outcome would be negative.

Respectfully yours,

Hugh G. Lathrop
City Recorder

Ed Oaks
Mayor

RECEIVED
OCT 21 1964
ENGINEER
COUNTY & CITY DIVISION

CONSTRUCTION DIVISION
OCT 2[illegible] 1964

10-21-64
Copy to Shaw-Olson

RECEIVED
NOV 24 1964
FORM E-30X 9OM 3-63 49008
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1964

SUBJECT: Canyonville - Bear Gulch Section
Pacific Highway
Douglas County

To: Mr. W. T. Wright
Right of Way Engineer
Office

Due to relocation of the co-axial cable on the subject section, additional easement parcels were added to right of way Files 37124 and 37205 and the Files were returned to your office today.

Frank D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

FDM:ja

cc. Mr. L. P. Shaw

NOTED
LLOYD P. SHAW

RECEIVED
NOV 19 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 24 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1964

SUBJECT: Canyonville - Bear Gulch Section
Pacific Highway
Douglas County

To: Mr. W. T. Wright
Right of Way Engineer
Office

Due to the West Fork Interchange revision, R/W Files 37202 and 37203 have been revised and were returned to your office today and File 37204 has been cancelled.

Frank D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

FCS:ja

cc. Mr. L. P. Shaw

RECEIVED
NOV 19 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

RECEIVED
NOV 16 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1964

To: Mr. W. T. Wright
Right of Way Engineer
Office

SUBJECT: Canyonville - Bear Gulch Section
Pacific Highway
Canyonville Interchange Unit
Douglas County

Due to the revised location of a sewer line in Canyonville, the following files were revised and returned to your office today:

37266, 37267, 37268, 37269 and 37314

The right of way line now misses the house on File 37269.

Frank D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

FDS:ja

cc. Mr. L. P. Shaw

NOTED
LLOYD P. SHAW

RECEIVED
NOV 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 8 - 1964
FOR FILING

November 9, 1964

Mr. Ivan D. Merchant
Bridge Engineer

Canyon Creek Tunnels
Canyonville-Bear Gulch Section
Pacific Highway

In view of the extensive modifications required to bring the existing nine concrete arch culverts on Canyon Creek up to interstate standards, we have done additional investigation into the cost of bypassing the culverts with tunnels.

I have discussed the subject with the Corps of Engineers in Portland. The size of tunnel we are considering (20 ft span, 18 ft rise, total 2300 ft length) falls in the range of sizes utilized by the Corps for diversion tunnels at dam sites in the Willamette Basin. We have not yet heard from our request of the Corps for bid prices on the several items of diversion tunnel construction on the most recently built dams. However, we do have prices they are using for estimating excavation and rock bolting; these prices are $15.00 per cu yd and $3.00 per lin ft, respectively.

The approach and exit channels are assumed to have 20 ft bottoms, ¼:1 side slopes, 10 ft benches about 15 ft below ground level, ½:1 side slopes above the benches. Maximum height of open cut is 100 ft on centerline. Open cut excavation cost is based on an estimated $.90 per cu yd.

Small culverts will be required to drain the severed portions of the Canyon Creek channel. $9000 is estimated for this item.

With the exception of the third culvert, the inlets and outlets of the concrete arches would be demolished and plugged. Because of structural distress in the third arch this culvert would be completely backfilled before demolishing inlet and outlet. The cost of this item is estimated at $8000.

I would suggest that if the cost of the proposed tunnel work appears to be favorable by comparison with the culvert modification estimate, additional drilling should be done so that the necessity of tunnel lining may be evaluated. Extensive lining would no doubt destroy any economic benefit tunneling might present.

If, after additional investigation, tunneling still appears feasible, it might be desirable to include, on the plans, tunneling as an alternative to culvert modification.

Hydraulically, tunneling would have an advantage over culvert modification in that no road overflow is anticipated with the tunnel and open cut

NOTED
P. M. STEPHENSON

sections proposed. By comparison, the proposed culvert modification would still result in road overflow in four locations, at least one of these being of major proportions.

For the recommended tunnel section the design discharge of 5400 cfs would flow at a normal depth of 14 ft on a slope of 2 percent. On 1.5 percent the tunnel would flow full. Headwater depth in the approach channels would be about 19 ft for the 2 percent tunnel slope and 21 feet for the 1.5 percent slope.

The enclosed profile indicates the proposed tunnel and channel gradients and the estimated excavation yardage. An estimate is also enclosed.

John C. Jenkins
Asst Materials Engineer

cc P. M. Stephenson
Fran[illegible]all

RECEIVED
NOV 10 1964
OFFICE OF
STATE HIGHWAY ENGINEER

ESTIMATE FOR FOUR TUNNELS ON CANYON CREEK

Tunnel Excavation	26,981 cu yd @	$15.00	$404,715
Open Cut Excavation	158,720 cu yd @	$ .90	142,848
Rock Bolting	9,224 lin ft @	$ 3.00	27,672
Small culverts, 24-inch	600 lin ft @	$15.00	9,000
Demolish and Plug Concrete Arch Inlets and Outlets	All required		8,000
			$592,235
20 % Engineering and Contingencies			118,447
		Total	$710,682

(Excavated material would be used to back fill bypassed Canyon Creek channel)

840

880

920

Open cut excav. 14,247 cu yd

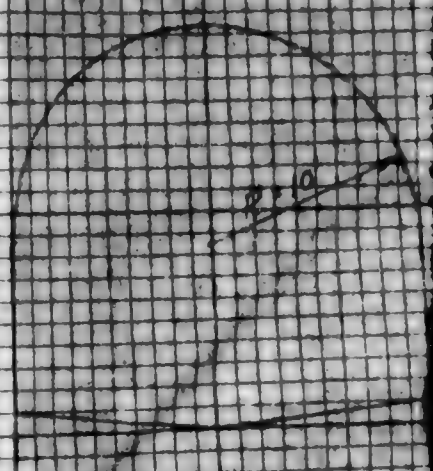
Proposed channel change

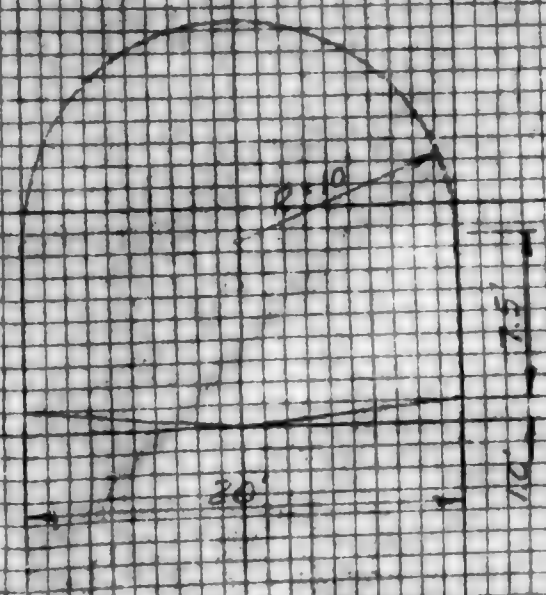
2.35% 2%

Elev 94.26 BL
102.50 Ab.

94.125

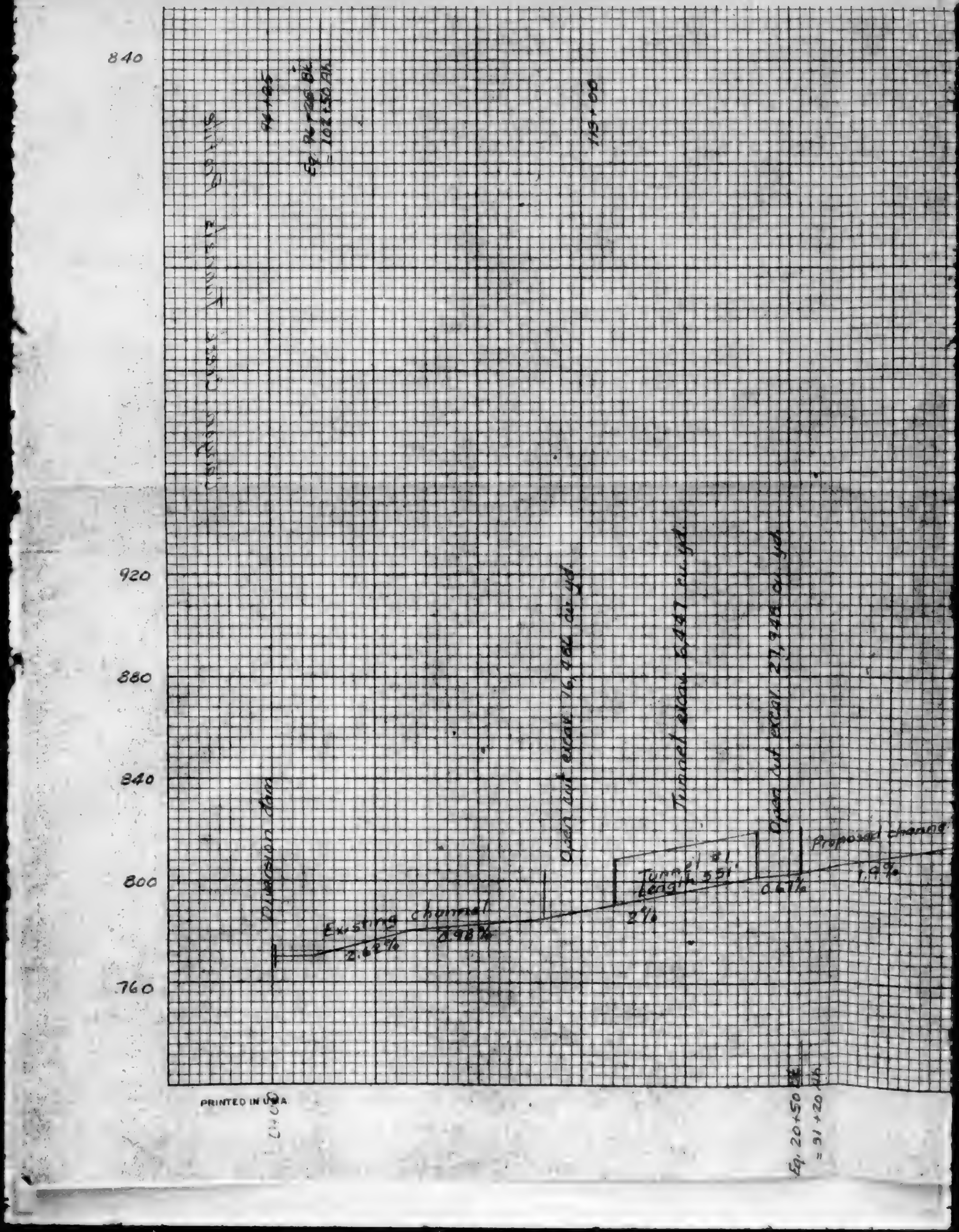
119+00


R=10'
Typical Tunnel Sec
Scale 1"=10' Mod. to



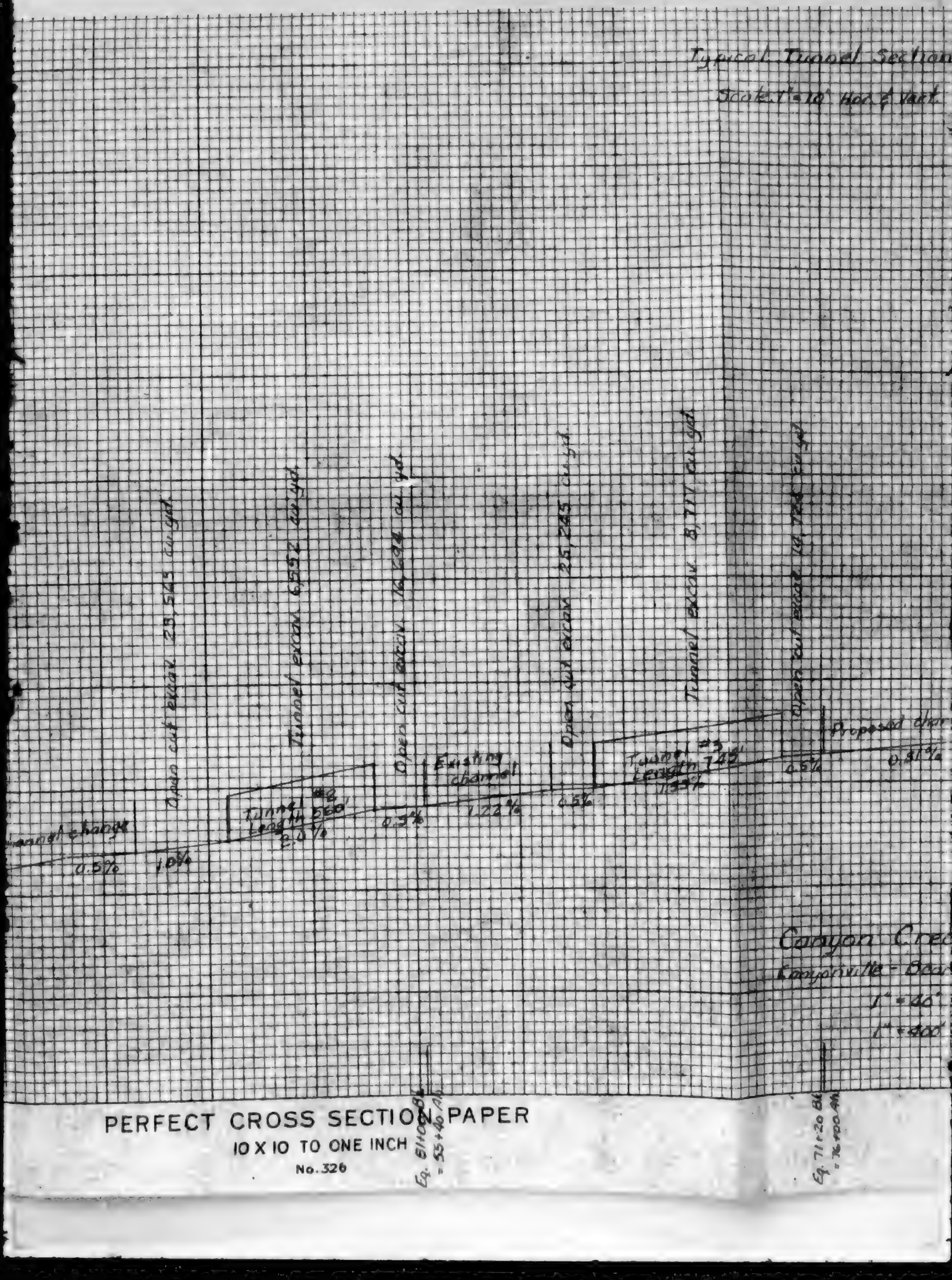
Typical Domed Section

Scale: 1"=10' Hor & Vert


840
920
880
840
800
760
Diversion dam
Existing channel
2.98%
2.62%
Tunnel
Length 5.51'
2%
Open cut excav. 27,940 cu yds
Proposed channel
1.0%
Tunnel excav. 4,147 cu yds
Open cut excav. 76,480 cu yds
Sta. 20+50
Sta. 31+20
PRINTED IN U.S.A.

Typical Tunnel Section

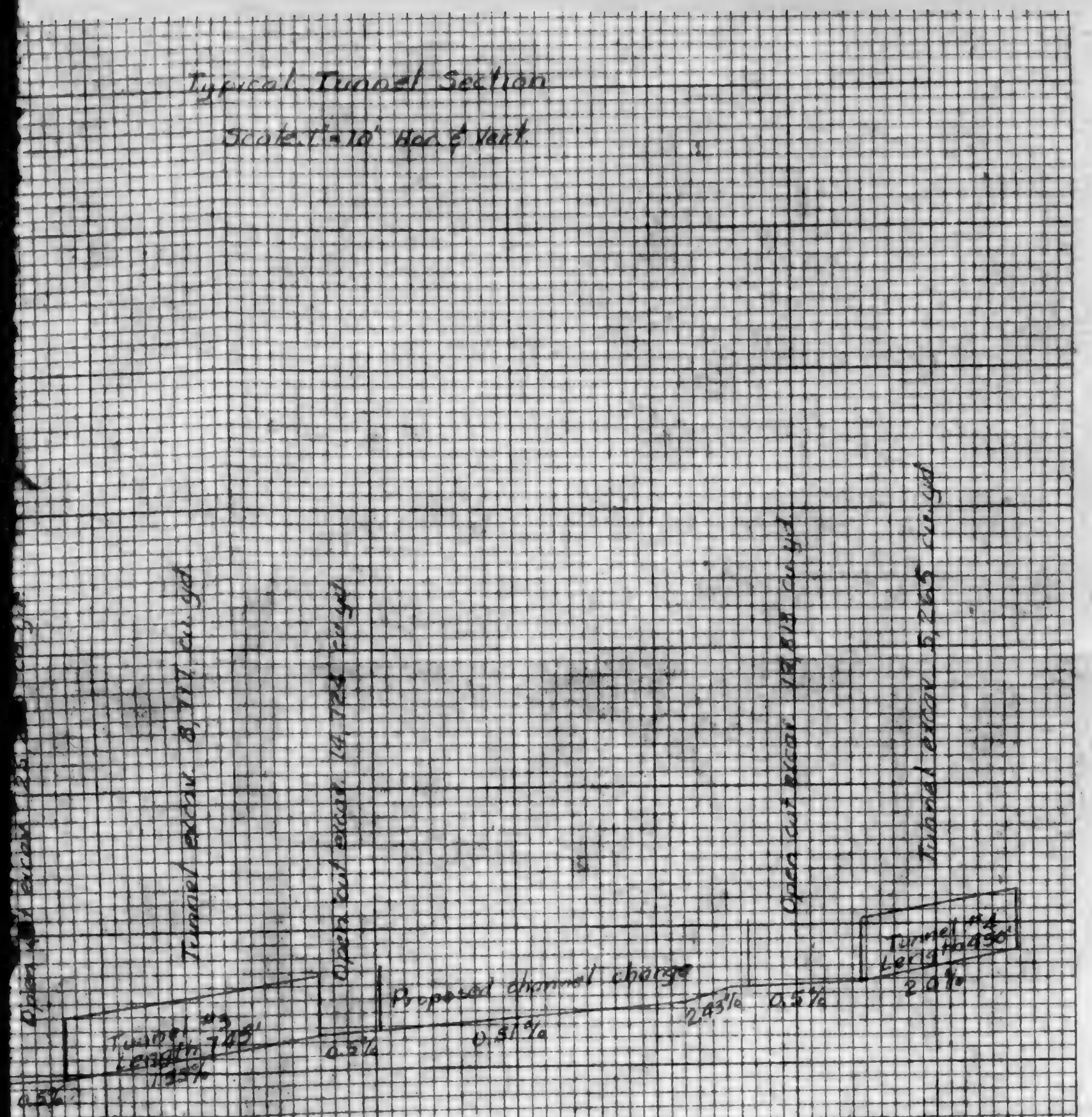
Scale: 1"=10' Hor & Vert.



PERFECT CROSS SECTION PAPER
10 X 10 TO ONE INCH
No. 326

Typical Tunnel Section

Scale 1"=10' Hor. & Vert.



Canyon Creek Tunnels

Composite - Dead Gulch Section

1" = 20' Vert.

1" = 200' Hor.

Eq. 71+20 BK = 74+00 AH

EUGENE DIETZGEN CO., CHICAGO-NEW-YORK

RECEIVED
NOV 10 1964
FORM E-20X 50M 3-63 45668
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5, 1964

SUBJECT: Canyonville - Bear Gulch Section
Pacific Highway
Douglas County

To: Mr. W. P. Wright
Right of Way Engineer
Office

Due to a widening of the proposed Canyon Creek channel change, Files 37116 through 37123 have been revised and are being returned to your office today.

Frank D. Morgan
Construction Engineer

By D. J. Baybee

D. J. Baybee
Assistant Construction Engineer

FDM:ja

cc. Mr. L. P. Shaw

NOTED
LLOYD P. SHAW
RECEIVED
NOV 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 10 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1964

SUBJECT: Canyonville - Bear Gulch Section
Pacific Highway
Douglas County

To: Mr. W. T. Wright
Right of Way Engineer
Office

NOTED
LLOYD P. SHAW

Due to a revision of a sewer line in the northwest quadrant of the Canyonville Interchange, File 37315 has been revised and is being returned to your office today.

This revision reduces the taking from this property.

Frank D. Morgan
Construction Engineer

By

D. J. Barbee
Assistant Construction Engineer

FDM:ja

cc. Mr. L. P. Shaw

RECEIVED
NOV 2 - 1964
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 29, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Canyonville-Bear Gulch Section
Pacific Highway
Justification for acquisition of right of way at the West Fork Interchange

Dear Sir:

Reference is made to your Memorandum 08-35.8-EC dated August 26, 1964 and to our letter dated October 12, 1964 pertaining to the justification for acquisition of right of way on the West Fork Interchange on the Canyonville-Bear Gulch Section.

As per telephone request from your office and upon further investigation, another map and estimate have been prepared. The Canyon Creek channel change was realigned further away from the interchange legs which will give more protection against erosion and washing. Some changes were also made in the slopes.

Because of the realignment, the right of way has been revised on parcels 37202 and 37203. This revision takes more of the motel; however, there are still two buildings that would be left. An access to these buildings can be constructed under the contract or it can be taken care of in the right of way negotiations. A third alternative would be the purchase of the entire motel if during negotiations this appeared less costly. Purchase of the entire motel would eliminate the need of an access.

Your approval and participation is requested to use this plan.

Very truly yours,

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

NOTED
L. P. SHAW

Enc.
DEK:fp
cc L. P. Shaw
W. T. Wright

RECEIVED
OCT 30 1964
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Canyonville - Boon Butte Unit
Highway Prefix
County Douglas
Length Designer Draftsman Date 10/5/
Signed Title

Grading & Drainage		$ 20,1[illegible]
Surfacing		$ 310
Extra Work		
	$	
Total Extra Work		$
TOTAL		$ 20,1[illegible]
+ 20% Engineering and Contingencies		$ 4,085
Structures		
	$	
Total Structures		$
Right of Way		$
Total Estimated Cost		$ 24,510

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

n Grants Pass - Rogue River Unit ____
way ____ County Douglas Prefix ____
ngth ____ Designer ____ Draftsman ____ Date 12-27-[illegible]

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Rock Excavation	C.Y.	1,200	120	1,320	3.00	3,960
Common Excavation	C.Y.	5,207	521	5,728	0.75	4,296
12" to 30" Pipe Culv.	Lin.Ft.	110	11	121	2.00	242
Bottom Course Base	Ton	153	17	170	1.25	212
Top Course Base	Ton	50	5	55	1.25	69
Sprinkling	M.Gal.	4	—	4	3.00	12
Note: No extra [illegible] quantities [illegible]						
[illegible]						
[illegible]						

Total 30,425

T.31S., R.5W., W.M.
8B-30[illegible]4

SEE 6B-12-5 FOR PRIOR RW

N 462,590.07
E 1,263,200.06

O.S.M.D.

165

59°08'30"E

170

320'

278'

37205
0.14 AC

SB 171+16.24 P.O.T.
NB 171+16.24 P.T. (42 Lt.)
P.S.

PI Sta

SB 450 Sp
S=13°30'
D=1°

SB 169+32.63 P.T.

310'
352'

CANYON

H. & M. Hurley
171 - 424
203 - 542

NB
500.5p.
S=12°30'
D=1.0

NB
5°C.L.
Δ=62°25'
R=949.31'

9.0 Ac Lt.

NB 176+16.24 P.S.C.
400'

37205
62 Ac.
(2)

P.T.&T. Coax Cable

EQU. = "C" 8+16.37 P.O.T.
= "NB" 82+88.3 P.O.C.

175

180

83+64.57 P.S.C.

CREEK

N 71°33' E

190

279.

300'

N 188°-64.57 PT. (21.74)

L" - E 1,264,488.49
N 460,637.47 } BK =

L" - E 1,264,488 43
N 460,636.28 } AH =

L"

N 188°-64.57 PCS.

400'

N 183°-64.57 PCS.

N 8°-30' E

S 12°30' W

1:0

B. L. M.
Filing Map
3724O

IOC-44-4

11

12

2

1

320

820'
799'

Slope Catch

Channel

EO

EO

185

Dwelling

Outbuilding

Barn

Corral

Gate

Fence

Irrigation Ditch

Road

Road

Road

O.S.H.D.

N460,000

E1,265,000

200

1.1

.006

195

S71°33'30"E

CONTACT

+EQ.

SB
450.5p
S=13°30'
D=1°15

SB 169+32.63 P.I.

310
352'

CANYON

B.L.M. Map 10C-44-4

Filing 37240

Canyonville – Bear Gulch

Pacific Highway

Douglas County

Scale 1"=100'

October

Gulch Section

hway

nty

October 1964

CREEK

Slope Catch

Channel Change

372.02

Natural Ground

+16.24

F. & M. Harrington
112 - 336

N461,000

E1,263,000

NB 180 + 65.55 P.I.
N460,957.69
E1,263,594.57

WEST FORK

Slope

320

Ch. Jnl. St

310

110

350'

S 35° 22' W

37203

0.5 Ac.

1

C. 11+30.98 P.S.

C. SP. 100.30 S=2.30 0.50

C. C. 00' 5° 9'36" 26 T/S = 146

+00

W. & E. Deon 176 - 405

"C" 12+30.98 P.S.C.

+64.51

C 13+22.98 P.C.S.

C. SP. 100.30 2.30 0.50

"C" 14+22.98 P.T.

80'

Mobile

Mobile

P.I.

1+24.82

1+03.57

12+10.63

N 42° 26' E

PUMP HO

FORK CANYON CREEK

Channel Change

Easement Line

+00

65'

80'

15

+05

S 25° 49' W

30' 30'

+2

N. & R. Magowan
310 - 101

Magowan
1" = 2000'
File: 36204

FORM S-1232 50M 12-63

RECEIVED
OCT 16 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 12, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Canyonville-Bear Gulch Section
Justification for acquisition
of right of way at the West
Fork Interchange

Dear Sir:

Refer to your Memorandum 08-35.8-EC dated August 26, 1964, pertaining to the Canyonville-Bear Gulch Section of the Pacific Highway, and specifically to:

> Item No. 2 - Justification for acquisition of parcel 37202 (Motel), 37203 and 37204 at the West Fork Interchange between Stations 174+00 and 188+00.

Since our request of August 19, 1964, further investigation of the area involved revealed that a change of design should be made. The grades of the interchange legs were lowered. An access road to the motel was designed. A channel change was made at West Fork Canyon Creek. The channel change for the West Fork is the same on both plans. The channel change shortens the structure, and also gives enough room to get access to the motel without the need for a second structure.

The right of way taking on parcel 37202, as shown on Plan "A", is needed for the channel change for Canyon Creek and the construction of the "C_1" Line connection. This design will take a part of the motel for the channel change. Plan "B" would not take any of the motel, and the right of way cost would be less; however, when the construction cost is added, the cost of Plan "A" is the lesser.

On parcel 37203 the right of way taking opposite and parallel to the mainline was not changed from the original. A channel change will be built in this area. The existing ground is rough and it is possible that the slopes of the

channel change will not hold as designed and this right of way will be needed. The taking along the "C_1" Line was reduced because of the change of grades. There will also be a channel change easement on this parcel.

The need for parcel 37204 was eliminated by the change of grades on the "C_1" Line which shortened this connection.

On the basis of the above information and the enclosed drawings, your approval and participation is requested to use Plan "A".

Very truly yours,

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DEK:bjm
encs.

cc: L. P. Shaw
W. T. Wright

Plan "A"

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Coquille – Bear Gulch Unit 110'-144" Pipe (Take part of Motel)
Highway Pacific County Douglas Prefix
Length Designer Draftsman Date 10/1/64
Signed Title

Grading & Drainage	$ 19,732
Surfacing	$ 319
Extra Work	
_____	$ _____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
Total Extra Work	$ _____
TOTAL	$ 20,051
+ 20% Engineering and Contingencies	$ 4,050
Structures	
_____	$ _____
_____	_____
_____	_____
_____	_____
Total Structures	$ _____
Right of Way	$ 31,000
Total Estimated Cost	$ 24,301
	# 55,301

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

Section Canyonville - Bear Gulch Unit 110'-144" Pipe (Take part of Mat'l)
Highway Pacific County Douglas Prefix
Length Designer Draftsman Date 10/1/64

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Trench Excavation	Cu. Yd.	1,303	130	1,433	3.00	4,299
General Excavation	Cu. Yd.	5,943	594	6,537	0.88	5,753
144" Stru. Plate Pipe	Lin. Ft.	110	11	121	80.00	9,680
Bottom Course Base	Ton	169	17	186	1.25	233
Top Course Base	Ton	50	5	55	1.35	74
Sprinkling	M-Gal.	4	—	4	3.00	12

Total

T.31S., R.5W., W.M.
88-30-24

SEE 6B-12-5 FOR PRIOR RW

N82°53'00"E
613.43'

0.5 H.D.

165

B7205D
0.14 AC
71'x16.24'
P.O.T. (42 LF):
4 P.S.
NO BTM 116.24

SB

320'
270'

PIPELINE

59°08'30"E 170

SB 169+32.63 P.T.

SB
450.58'
S=13°30'
D=1 1/9

310'
352'

CANYON

N

H. & M. Hurley
171 - 424
203 - 542

(42 LH)
4 P.S.

NB
500 Sp.
5°12'30"
D=1.0

NB
5°C.L.
Δ=62°25'
R=949.31

90 Ac Lt

NB 176°16'24" P.S.C.
100'

37205
62 Ac.
(2)

P.T. & T. Coax Cable

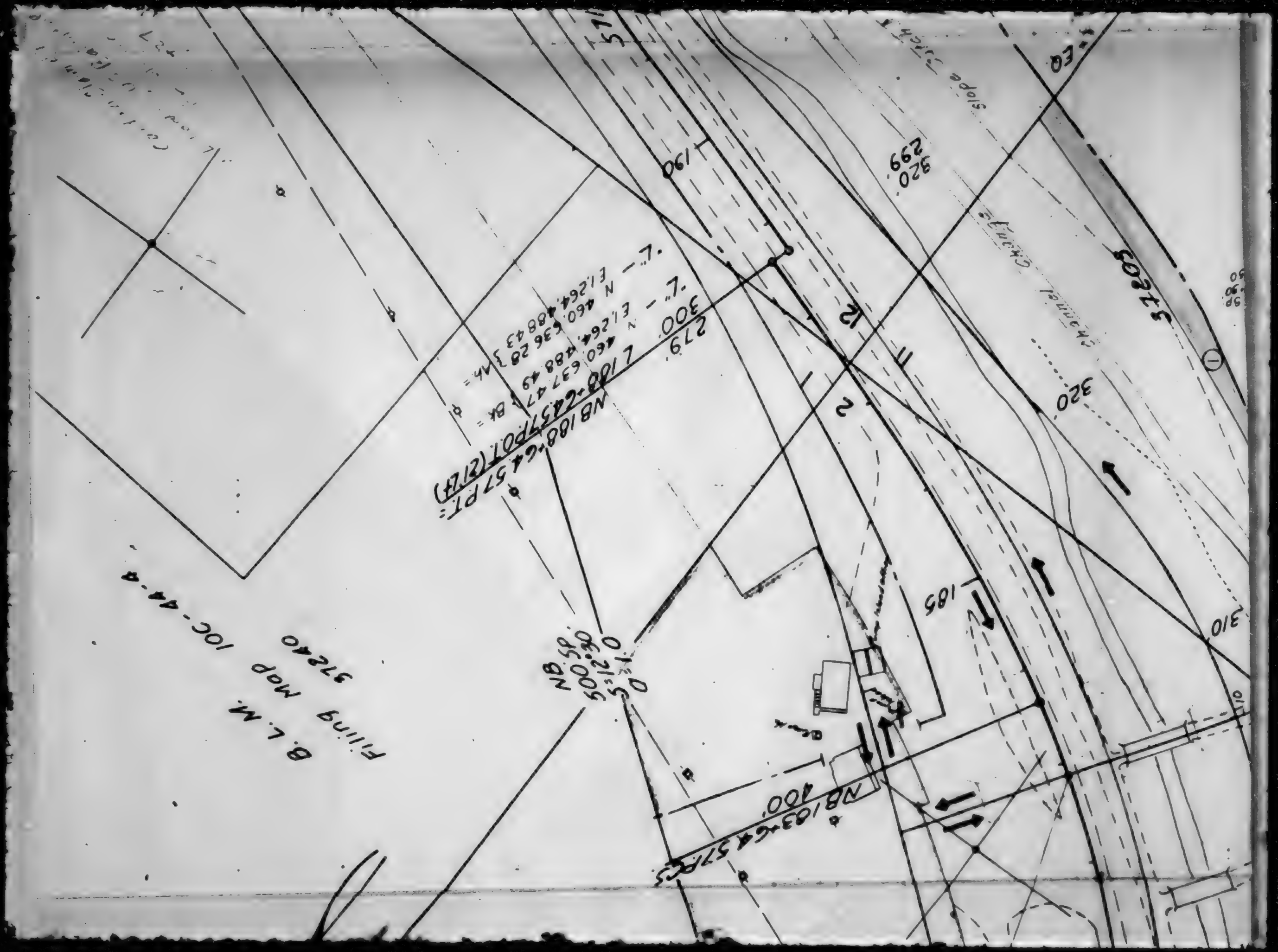
EQU. C. 8-16.37 P.O.T.
NB 102°00'13" P.O.C.

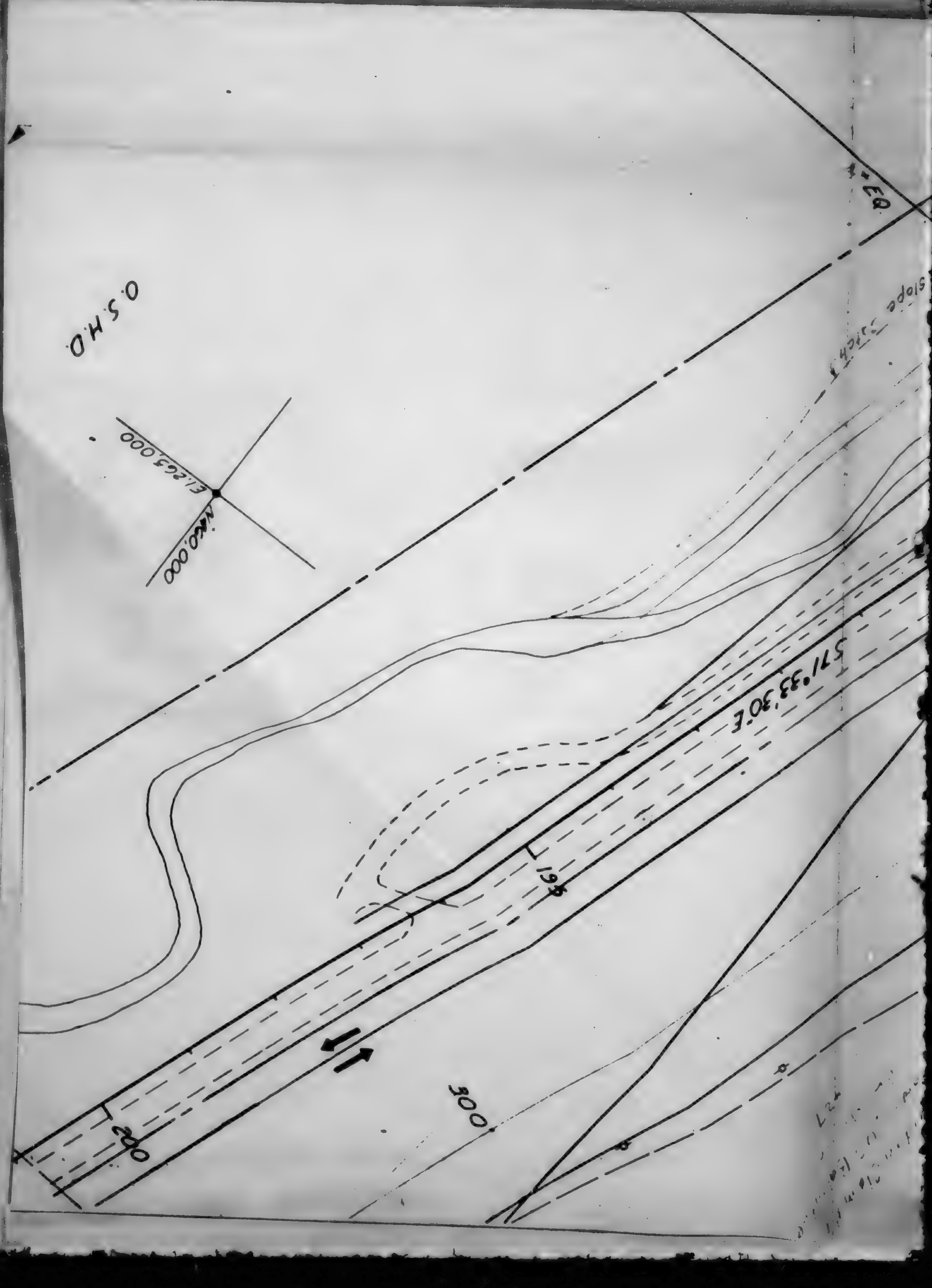
175'

100'

CANYON

CREEK


B. L. M.
filing map
3740
LOC-44-A
N 0°58' E
500.58'
N 103°E 400'
N 188°E 279'
N 188°E 300'
N 460.637 47" E
1,264.488 49" BK =
N 460.636 28" E
1,264.488 43" AH =
320'
299'
190
185
310
12
11
2
1
slope stake
Channel
Ditch


EQ
slope 1inch 1
S71°33'30"E
0.5H.O.
N50,000
El.263,000
199
300
200

B.L.M.
Filing Map 37240

Plan "A"
Canyonville - Bear Gulch
Pacific Highway
Douglas County
Scale 1"=100' Sept. 19

R/W Estimate Parcel No. 37202

Land	$7,420
Land Damage	9,000
Easement	35
Imps. & Damage	13,915
Cost to Cure	500
	$30,870

Rounded to $31,000

17+

180

P.O.C

CREEK

352

325'

Channel Change

Slope Catch

400'

330'

37+02

Natural Ground

+00

16.24

F. & M. Harrington
112 - 336

NB 180 + 65.55 P.I.
N 460,357.69
E 1,263,534.57

N 461,000

E 1,263,000

lch Section

ept. 1964

Right of Way Taking
Easement for Ch. Ch.

WEST FORK CANYON

L Easg

Channel Chan.
320
310
37205
10
30
70
"C" 11+30.98 P.S
"C" 12+30.98 P.S.C
"C" 13+22.98 P.C.S
"C" 14+22.98 P.T
+64.57
W. & E. Dean
176 - 105
N. & R. McGo
310 -
Canyon Creek
Channel Change
Easement line
65+00
+25
.220 Ac. - Rt
+00
Ac. - 1.53 Ac.
Ch. - 0.36 Ac.

N.E.R. Megoman
310 . 101

Megoman
1"=2000'
File: 36204

Plan "B"

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Canyonville - Bear Gulch Unit 440'-144" Pipe (Sova Motel)
Highway Pacific County Douglas Prefix
Length Designer Draftsman Date 10/1/64
Signed Title

Grading & Drainage		$ 49,454
Surfacing		$ 319
Extra Work		
	$	
Total Extra Work		$
TOTAL		$ 49,773
+ 20% Engineering and Contingencies		$ 9,955
Structures		
	$	
Total Structures		$
Right of Way		$ 7,000
Total Estimated Cost		$ 59,728

#66,750

Plan "B"

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Canyonville - Bear Gulch Unit 440'-144" Pipe (Sara Motel)
Highway Pacific County Douglas Prefix
Length Designer Draftsman Date 10/1/64
Signed Title

Grading & Drainage		$ 49,454
Surfacing		$ 319
Extra Work		
	$	
Total Extra Work		$
TOTAL		$ 49,773
+ 20% Engineering and Contingencies		$ 9,955
Structures		
	$	
Total Structures		$
Right of Way		$ 7,000
Total Estimated Cost		$ 59,728

#66,750

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

Section Conyerville - Bear Gulch Unit 440'-144" Pipe (Sore Motel)
Highway Pacific County Douglas Prefix
Length Designer Draftsman C Date 10/1/64

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Trench Excavation	Cu. Yd.	3,253	325	3,578	3.00	10,734
144" Stru. Plate Pipe	Lin. Ft.	440	44	484	80.00	38,720
Bottom Course Base	Ton	169	17	186	1.25	233
Top Course Base	Ton	50	5	55	1.35	74
Sprinkling	M-Gal.	4	—	4	3.00	12

Total 49,773

T.31S., R.5W., W.M.
8B-30-4

SEE 6B-12-5 FOR PRIOR RW

NW¼ SE¼ Sec. 1:
N 462,530.07
E 1,423,000.06

O.S.H.D.

165

59°00'30"E

170

320'

270'

5720 SD
0.14 AC
SB 171+16.24 P.O.T.
WBTT 171+16.24

SB 450 SP
Δ=13°30'
D=1°

SB 169+32.63 P.T.

310'
352'

PIPELINE

CANYON

N

H. & M. Hurley
171 - 424
203 - 542

NB
500 Sp.
S=12°30'
D=1.0

NB
5°C.L.
TD=62°25'
R=949.31'

9.0 Ac. Lt.

NB 176°16'24" P.S.C.
100'

37205
6.2 Ac.
(2)

P.T. & T. Coax Cable 7

EQU. "C" 8-16.37 P.O.T.
NB 182+88.13 P.O.C.

175

180

S71°33'E

3260

EQ.

320'

320'
299'

Slope Staked

Channel Change

190'

12

11

2

1

Condon Claim
Lot No. 2

B. L. M.
Filing Map
3740
LOC-44-A

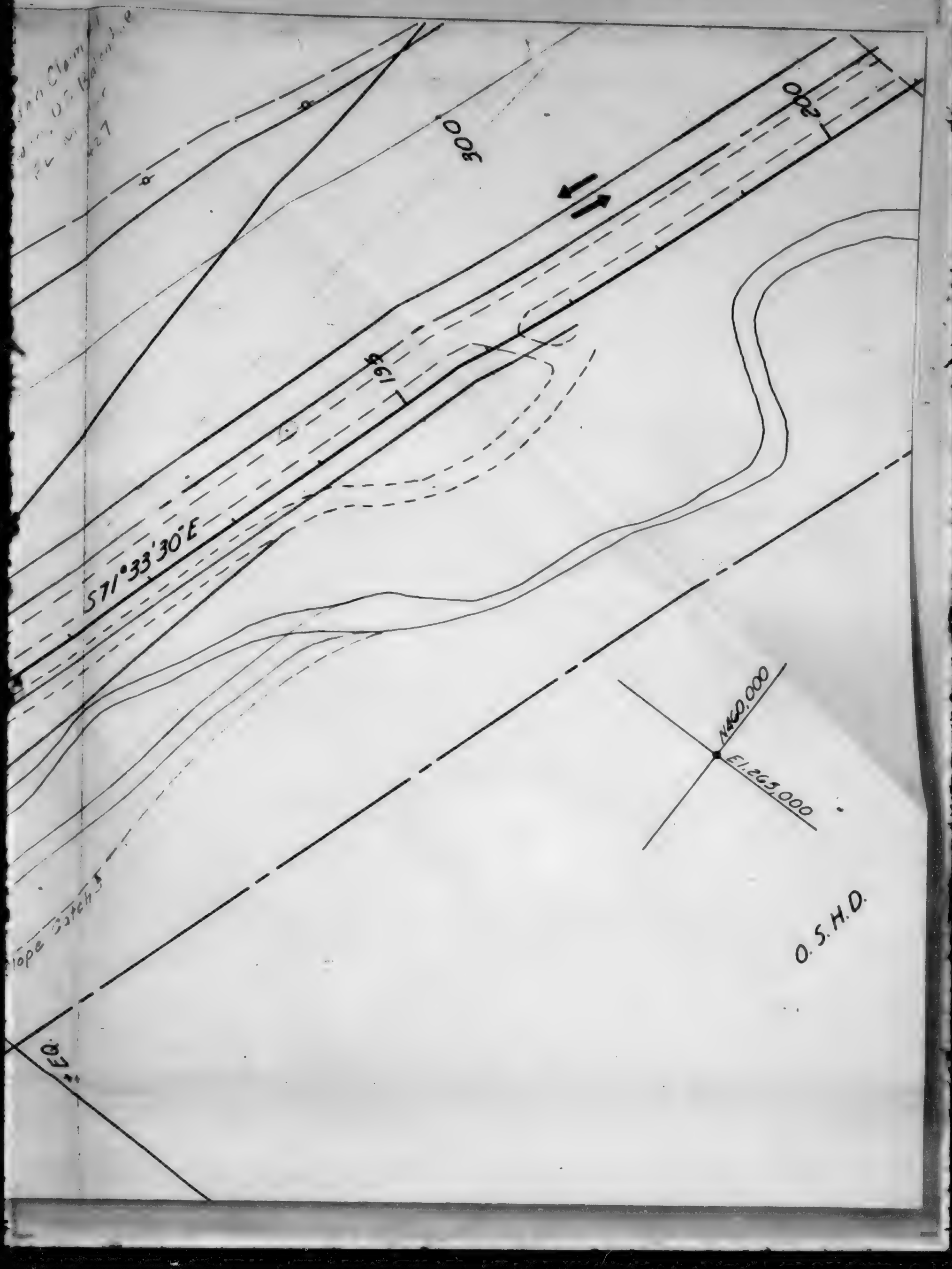
279'
300'
L 100+62.57 PT
NB 88°-6' E
460.637.47 } BK =
E 1,264,488.49
L = N 460.536.28 } AH =
E 1,264,488.43

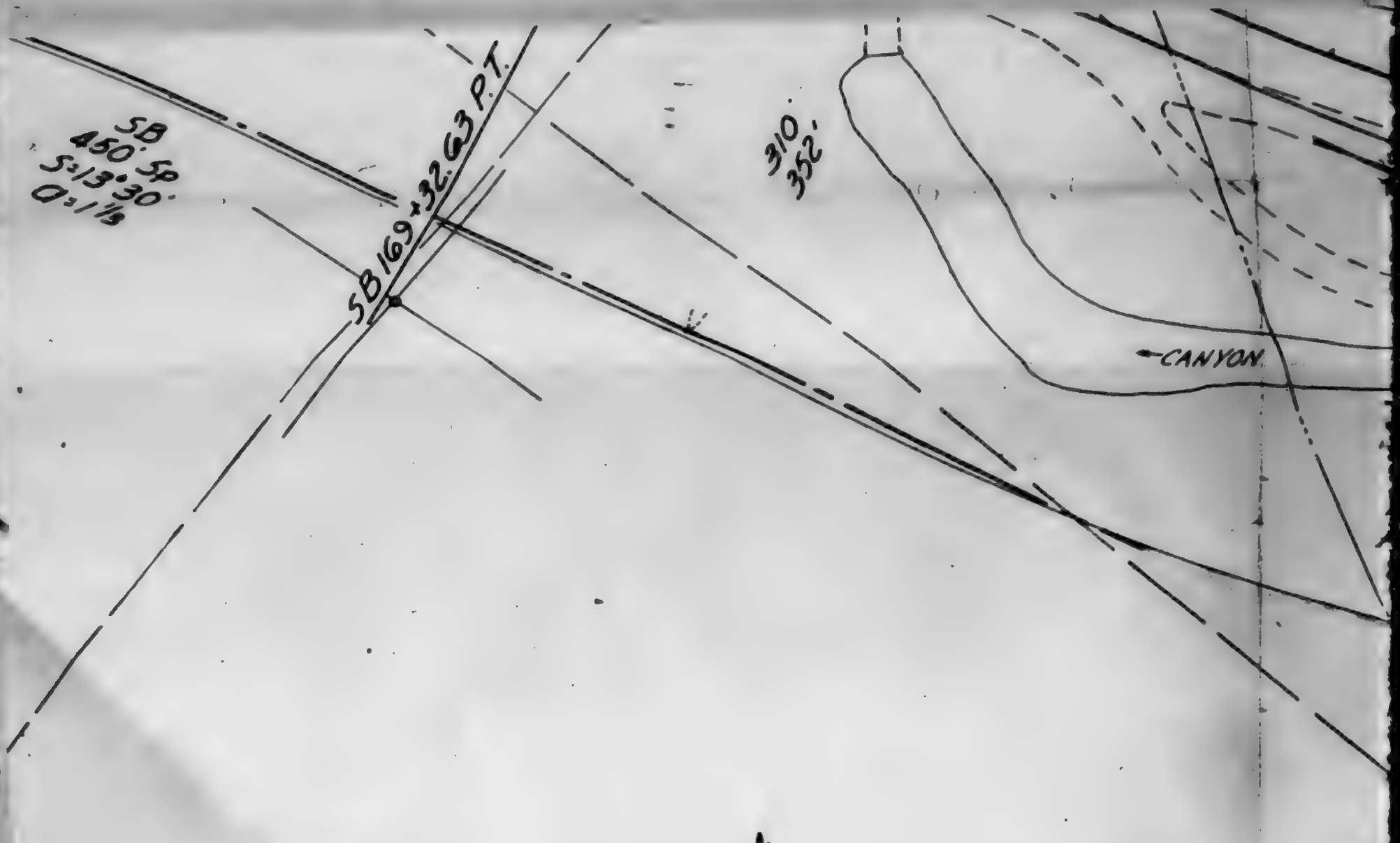
NB 50°58'
S 12°30'
O 1°

NB 103°-6' E 57.72'

400'

185'


300
N460,000
E1,265,000
S71°33'30"E
O.S.H.D.
EQ.



B.L.M. Filing Map 10C-44-4
37240

Plan "B".

Canyonville – Bear Gulch

Pacific Highway

Douglas County

Scale 1"=100'. Sept. 1

R/W Estimate Parcel No. 37202

Land	$5,425
Easement	35
Cost of Cure	500
General Damage	1,000
	$6,960
Rounded to	$7,000

175

180

6.37 P.O.T.
182+88.15 P.O.C

CREEK

352

325

Channel Change

Slope Catch

100'

290'

37202

Natural Ground

16.24

F. & M. Harrington
112 - 336

N 180 + 65.55 P.I.
N460,957.69
E1,263,594.57

WEST FORK CR

Gulch Section

Sept. 1964

N461,000

E1,263,000

Right of Way Taking -

Easement for Ch. Ch. -

Channel Change

Slope

37805

320

310

10

"C" 11+30.98 P.S.

"C" 12+30.98 P.S.C.

"C" 13+22.98 P.C.S.

"C" 14+22.98 P.T.

+6457

"C" SP. 100.2.30 S:2.50 D:.50

"C" CL S:9°56'00" T:146.26 +00

W.E.E. Dean 176 - 405

Motel

12+77.24 P.I.

CL 12+51.82 N 460,514.03.57 E 1,263,

PUMP HO.

FORK CANYON CREEK

Channel Change Easement Line

50'

65' +00

10

S 25° 46' W

30'

+25

220 Ac-Ft

+00

- 1.35 Ac.

Ch. - 0.36 Ac.

Megowan
1" = 2000'
File: 36204

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
REVISED PROJECT BASE DESIGN

CANYONVILLE - BEAR GULCH UNIT
Section CANYONVILLE -- JOSEPHINE COUNTY LINE Highway PACIFIC (FA 3) County DOUGLAS Prefix 610-1482

Res. Engr. _____ Approx. Length 3.8 Miles. Sta. _____ to Sta. _____ Date 7-6-64

Truck A.D.T. 770 Traffic Coefficient 10.3 18 kip s.e. per day 545.7 .

Annual Precipitation 40"± Frost Penetration - - .

1)
Typical Soil

35	LL	
10	PI	
84	%P 10	
50	%P200	
16	%Gravel	
13	%C Sand	
21	%F Sand	
29	%Silt	
21	%Clay	
42	"R" Value (Corrected)	

AASHO CLASSIFICATION:
A-4 (3)

MATERIAL SOURCES:
To be determined by the Engineer.

NEW WORK

2" of A.C. (Final)
3½" of A.C. (Immediate)
3" of Plant Mix Bituminous Base.
9" of crushed base.
18" of Granular Material. (Sand from Cuts.) (NO CREDIT)

EXISTING ROADWAY (DISTURBED) (Where scarified & utilized.)

3½" A.C. overlay.
Where necessary-variable depths of 3/4"-0 level course.

EXISTING ROADWAY (UNDISTURBED)

IN PLACE
4"± A.C. or Oil
18"± Base

(1)
Clayey Sand

Other Roads	Truck A.D.T.	Wear Surf.	Level	Base	CBR Total Req.	Equiv.	Equiv.	Material
					NEW WORK			
						4	2	AC-Final
						7	3½	AC-Immed.
						4½	3	Plant Mix Base
						9	9	Cr Base
						0	18	G.M. (Sand)
					24½	24½	35½	
					OVER EXISTING ROADWAY			
						SUB SECTIONS		
Connections, Co.	252-560	3½" AC	2"	8"	17		13½	
Roads, Frontage	94 -251	3½" AC	2"	6"	15		11½	
Roads, etc.	31-93	3" AC	2"	6"	14		11	
	0-30	1½" AC	2"	6"	11		9½	
	or	1½" 0-11	2"	7½"	11		10-3½	

NOTED
LLOYD P. SHAW

Submitted by J. W. Garbrough Staff Assistant
Recommended by P. A. White Asst. Engineer of Materials
Recommended by R. H. Moore Construction Engineer
Approved by Lloyd P. Shaw Asst. State Highway Engineer

cc:
F.H.R.
State Highway Engineer
Construction Engineer
Engineer of Materials
Design Engineer
Resident Engineer
Area Engineer
Location Geologist
Bridge Engineer

RECEIVED
JUL 29 1964

SECTION: CANYONVILLE-BEAR GULCH UNIT
CANYONVILLE-JOSEPHINE COUNTY LINE

DISTRICT: PACIFIC (FA 3)

COUNTY: DOUGLAS

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 4800 (Actual)

B. Future ADT 12500 (Estimated)

C. Mean ADT 8650 (A+B)

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 18 (All Lanes)

G. Trucks (in one direction) F= 9% x (C) 8650 = 779

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 779 x (H) 100 % = 779

TRAFFIC COEFFICIENT = K (I) .11
where K = 1.000

10.3

SECTION: CANYONVILLE-REAR GULCH UNIT
CANYONVILLE-JOSEPHINE COUNTY LINE
HIGHWAY: PACIFIC (FA 3)
COUNTY: DOUGLAS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See attached sheet

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Planned as part of construction
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration - See attached sheet
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: No special problems
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration
13. Traffic Safety: No unusual problems
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: See attached sheet

CONCLUSION AND REMARKS:

[illegible]VILLE-[illegible] UNIT
CANYONVILLE-JOSEPHINE CO. LINE
SECTION
PACIFIC HIGHWAY (FA 3)
DOUGLAS COUNTY

Deposits of decomposed granite (diorite sands) are encountered in excavation areas on this project. Tests on this material proved it to be suitable to upgrade or improve the subgrade as selected material. 18" of this is called for as part of the grading operations.

Use of this sand permits the depth of surfacing shown. A portland cement concrete design over this material would require 6" of base rock throwing the cost factor in favor of the A.C. Design.

Local deposits of "Greenstone" have been tested and found suitable for use in A.C. However, to produce the fine fraction for P.C.C. from a crushing operation would present difficulties and add further to the cost of P.C.C. Our laboratory advises the fine fraction would, in part or in whole, be imported for P.C.C.

For the above reasons Asphaltic Concrete was selected as the pavement type for this section.

RECEIVED
JUN 1964
HIGHWAY ENG.

COMMISSIONERS
JACKSON, CHAIRMAN
H. A. FREDLEY, MEMBER
SCO
DON B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 18, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Outside Engineering Work
Pacific N.W. Bell Telephone Company
Canyonville-Bear Gulch Section
Bear Gulch-Azalea Section
Pacific Highway - Douglas County

Dear Sir:

Attached you will find two copies of a letter from the company explaining the need for doing field engineering by contract method. As stated in the above-mentioned letter Mr. J. A. Hoffbuhr, who has done similar work for the company in the past, will charge $16.00 per hour for a 3-man crew. His estimate of cost for the Canyonville-Bear Gulch Section is $1,500.00.

The company has indicated it will be necessary to have him do this work from Bear Gulch to Azalea at the same hourly rate. Payment to the telephone company to be on an actual cost basis. It is estimated it will cost an additional $3,000.00 for the Bear Gulch-Azalea Section.

Your approval of the contract method for field engineering from Canyonville to Azalea, as evidenced above, is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm
Attachments

cc: L. P. Shaw

ER-106(1) Fulton Canyon Sec., Fulton Canyon-Wasco Hwy. (Grad. & Struct.) 1965

#6572

STATE COPY

Monthly transaction number	FHWA-R-2A (Rev. 1-63) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
5-46		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County
5 #6572	(PPM 21-7) 4/27/66	Sherman
		Project number ER-106(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 3, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 285,816

Revised Federal funds $ 181,348.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 27th day of April, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W B Klaboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. ER-106(1)

COLUMBIA RIVER HIGHWAY-WASCO SECTION OF

THE FULTON CANYON HIGHWAY IN SHERMAN COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices, State force and negotiated equipment materials and labor.)

Salem, Oregon, April 6, 1966

Type Code P.E.

Preliminary Engineering			$ 1,000.00

Type Code 2010
Fulton Canyon Grading (MP 0.00 to MP 2.47) (MP 4.74 to MP 4.87) (Contract No. 6572)

Moving Costs	All Required		$ 15,000.00
Power Shovel	260 hours	$35.00	9,100.00
Dragline, Clamshell Combination	110 hours	35.00	3,850.00
Loader, Front End	270 hours	24.00	6,480.00
Truck, Dump, 10 cu.yd.	280 hours	14.00	3,920.00
Truck, Dump, 15 cu.yd.	1,290 hours	16.00	20,640.00
Truck, Flatbed with Boom	110 hours	14.00	1,540.00
Truck, Pickup	390 hours	2.00	780.00
Truck, Sprinkler	160 hours	16.00	2,560.00
Tractor and Dozer	300 hours	25.00	7,500.00
Tractor, Dozer and Ripper	320 hours	28.00	8,960.00
Grid Roller and Tractor	160 hours	28.00	4,480.00
Blade Grader	360 hours	16.00	5,760.00
Drill, Track-Mounted with Compressor	100 hours	30.00	3,000.00
Air Compressor	34 hours	20.00	680.00
Jackhammer	34 hours	10.00	340.00
Tamper	32 hours	10.00	320.00
Loader with Bucket and Backhoe	64 hours	16.00	1,024.00
Foreman	380 hours	7.50	2,850.00
Laborer	500 hours	5.00	2,500.00
Explosives	19,000 lbs.	0.60	11,400.00
Furnish 12-inch Steel Culvert Pipe, 16 Ga.	32 lin.ft.	5.00	160.00
Furnish 18-inch Steel Culvert Pipe, 16 Ga.	420 lin.ft.	5.50	2,310.00
Furnish 24-inch Steel Culvert Pipe, 16 Ga.	16 lin.ft.	7.00	112.00
	Subtotal		$115,266.00
SPO #1 State-Furnished Rock	All Required		5,800.00
			$121,066.00
	Engr. & Cont.		12,106.00
	Subtotal		$133,172.00

Type Code X080
Fulton Canyon Cr. Br. (#9456) (Sta. 47+05.00 to Sta. 47+45.67) (Contract No. 6572)

Remove Old Bridge	All Required		$ 1,000.00
Shoring, Cribbing, etc.	All Required		4,000.00
Structural Excavation	250 cu.yds.	$ 8.00	2,000.00
Structural Excavation Below Elevations Shown	20 cu.yds.	10.00	200.00
Class "A" Concrete	170 cu.yds.	85.00	14,450.00
3"x40" to 45" Prestressed Concrete Slabs	12 only	700.00	8,400.00
Metal Reinforcement	27,000 lbs.	0.20	5,400.00
	Subtotal		$ 35,450.00
	Engr. & Cont.		3,545.00
			$ 38,995.00

Type Code 5231
Fulton Canyon Oiling (Sta. 0+00 to Sta. 247) (Sta. 4.74 to Sta. 4.87)

Watering	400 M-gal.	$ 3.00	$ 1,200.00
Preparation of Old Roadbed	2.60 miles	750.00	1,950.00
3/4" - 0 Material in Base	5,400 tons	2.15	11,610.00
Stone Base	17,500 tons	1.95	34,125.00
3/4" - 0 Aggregate in Prime Coat	340 cu.yds.	4.25	1,445.00
MC-250 Asphalt in Prime Coat	52 tons	49.00	2,548.00
Aggregates in Asphalt Macadam	2,220 cu.yds.	4.40	9,768.00
120-150 Asphalt in Asphalt Macadam	166 tons	47.00	7,802.00
RS-1 Asphalt in Asphalt Macadam	46 tons	49.00	2,254.00
Guide Posts, W-1	190 only	7.50	1,425.00
Bracket Reflectors	50 only	2.50	125.00
Guard Rail	4,800 lin.ft.	2.45	11,760.00
Rail End Pieces	32 only	5.00	160.00
Extra Guard Rail Posts	80 only	7.50	600.00
Furnishing Field Laboratory Building	All Required		500.00
			$ 87,272.00
Flagging (57½% of Contractor's Cost)	All Required		$ 1,000.00
Signing	All Required		500.00
			$ 1,500.00
	Subtotal		$ 88,772.00
	Engr. & Cont.		8,877.00
	Total		$ 97,649.00

Type Code 5231
Flood Repair, Temporary and Permanent (MP 0.00 to MP 10.0)

Negotiated Equipment, Labor and Materials	All Required		$ 13,211.58
State Forces, Equipment, Labor & Materials	All Required		1,663.00
			$ 14,874.58

Subtotal	$ 14,874.58
Engr. & Cont.	125.42
Total	$ 15,000.00
Total	$285,816.00

Length of Project - - - - - - - - 10.0 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 633.00	$ 367.00
Fulton Canyon (Grading)	133,172.00	84,498.00	48,674.00
Structure	38,995.00	24,742.00	14,253.00
Fulton Canyon (Oiling)	97,649.00	61,958.00	35,691.00
State Forces (Temporary Restoration)	15,000.00	9,517.00	5,483.00
	$285,816.00	$181,348.00	$104,468.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

Prefixes: 128-1044
128-1046
128-4465
128-4565
128-1445

There was no Phase 1 report submitted for this project. The temporary and permanent repair cost in this estimate were taken from our cost records. Permanent repairs other than the contracts were done in conjunction with the temporary repairs. D.M.S. office charges are not included in this estimate.

FULTON CANYON (CULVERT) SECTION

STATE WORK

3/4" - 1/2" Material in Stockpile	2,000 cu.yds.	$2.75	$ 5,500.00
1/2" - 1/4" Material in Stockpile	4,000 cu.yds.	2.75	11,000.00
1/4" - #10 Material in Stockpile	1,000 cu.yds.	3.25	3,250.00
1/4" - 0 Material in Stockpile	3,000 cu.yds.	2.75	8,250.00
3/8" - 0 Material in Stockpile	5,000 cu.yds.	3.25	16,250.00
			$44,250.00

Oregon State Highway Department

Federal Aid
Project No. ER-106(1)

COLUMBIA RIVER HIGHWAY-WASCO SECTION OF THE

FULTON CANYON HIGHWAY IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, 6-23-65

Type Code P.E.

Preliminary Engineering			$ 1,000.00

Type Code 2010
Fulton Canyon Grading (MP 0+00 to MP 2.47)(MP 4.74 to MP 4.87)(Contract No. 6572)

Moving Cost	All Required		$ 15,000.00
Power Shovel	260 hours	$ 35.00	9,100.00
Dragline, Clamshell Combination	110 hours	35.00	3,850.00
Loader, Front End	270 hours	24.00	6,480.00
Truck, Dump, 10 C.Y.	280 hours	14.00	3,920.00
Truck, Dump, 15 C.Y.	1,290 hours	16.00	20,640.00
Truck, Flatbed with Boom	110 hours	14.00	1,540.00
Truck, Pickup	390 hours	2.00	780.00
Truck, Sprinkler	160 hours	16.00	2,560.00
Tractor and Dozer	300 hours	25.00	7,500.00
Tractor, Dozer and Ripper	320 hours	28.00	8,960.00
Grid Roller and Tractor	160 hours	28.00	4,480.00
Blade Grader	360 hours	16.00	5,760.00
Drill, Track-Mounted with Compressor	100 hours	30.00	3,000.00
Air Compressor	34 hours	20.00	680.00
Jackhammer	34 hours	10.00	340.00
Tamper	32 hours	10.00	320.00
Loader with Bucket and Backhoe	64 hours	16.00	1,024.00
Foreman	380 hours	7.50	2,850.00
Laborer	500 hours	5.00	2,500.00
Explosives	19,000 lbs.	0.60	11,400.00
Furnish 12-inch Steel Culvert Pipe, 16 Ga.	32 lin.ft.	5.00	160.00
Furnish 18-inch Steel Culvert Pipe, 16 Ga.	420 lin.ft.	5.50	2,310.00
Furnish 24-inch Steel Culvert Pipe, 16 Ga.	16 lin.ft.	7.00	112.00
	Subtotal		$115,266.00
	10% Engr. & Cont.		11,526.00
	Total		$126,792.00

Type Code X080
Fulton Canyon Cr.Br. (#9456)(Sta. 47+05.00 to Sta. 47+45.67)(Contract No. 6572)

Remove Old Bridge	All Required		$ 1,000.00
Shoring, Cribbing, etc.	All Required		4,000.00
Structural Excavation	250 cu.yds.	$ 8.00	2,000.00
Structural Excavation Below Elevation Shown	20 cu.yds.	10.00	200.00
Class "A" Concrete	170 cu.yds.	85.00	14,450.00
3"x40" to 45" Prestressed Concrete Slabs	12 only	700.00	8,400.00
Metal Reinforcement	27,000 lbs.	0.20	5,400.00
	Subtotal		$ 35,450.00
	10% Engr. & Cont.		3,545.00
	Total		$ 38,995.00

Length of Roadway - - - - - - - - - - - 2.592 Miles
Length of Structure - - - - - - - - - - 0.008 Mile
Total Length - - - - - - - - - - - - - 2.600 Miles
Cost of Roadway per Mile - - - - - - - $64,149.08

Type Code 5231
Fulton Canyon Oiling (Sta. 0+00 to Sta. 247)(Sta. 4.74 to Sta. 4.87)

Watering	400 M-gals.	$ 3.00	$ 1,200.00
Preparation of Old Roadbed	2.60 Miles	500.00	1,300.00
3/4" - 0 Material in Base	5,400 tons	2.10	11,340.00
Stone Base	17,500 tons	2.00	35,000.00
3/4" - 0 Aggregate in Prime Coat	340 cu.yds.	4.50	1,530.00
MC-250 Asphalt in Prime Coat	52 tons	50.00	2,600.00
Aggregates in Asphalt Macadam	2,220 cu.yds.	4.50	9,990.00
120-150 Asphalt in Asphalt Macadam	166 tons	48.00	7,968.00
RS-1 Asphalt in Asphalt Macadam	46 tons	50.00	2,300.00
Guide Posts, W-1	190 only	8.00	1,520.00
Bracket Reflectors	50 only	2.50	125.00
Guard Rail	4,800 lin.ft.	2.75	13,200.00
Rail End Pieces	32 only	5.00	160.00
Extra Guard Rail Posts	80 only	9.00	720.00
Furnishing Field Laboratory Building	All Required		500.00
			$ 89,453.00
Flagging (57½% of Contractor's Cost)	All Required		$ 1,000.00
Signing	All Required		500.00
			$ 1,500.00
	Subtotal		$ 90,953.00
	10% Engr. & Cont.		9,095.00
	Total		$100,048.00

Length of Roadway - - - - - - - - - - - 2.592 Miles
Length of Structure (Exception) - - - 0.008 Mile
Total Length - - - - - - - - - - - - - 2.600 Miles
Cost of Roadway Per Mile - - - - - - - $38,598.76

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Fulton Canyon (Grading)	$126,792.00	$ 80,449.00	$46,343.00
Fulton Canyon (Oiling)	100,048.00	63,450.00	36,598.00
Structure	38,995.00	24,701.00	14,294.00
Preliminary Engineering	1,000.00	600.00	400.00
	$266,835.00	$169,200.00	$97,635.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
All miscellaneous work not covered by this contract and the P.E.	$ 34,165.00	$ 21,600.00	$12,565.00

FULTON CANYON (PAVING) SECTION

STATE WORK

3/4" - 1/2"	Material in Stockpile	2,000 cu.yds.	$3.00	$ 6,000.00
1/2" - 1/4"	Material in Stockpile	4,000 cu.yds.	3.00	12,000.00
1/4" - #10	Material in Stockpile	1,000 cu.yds.	3.00	3,000.00
1/4" - 0	Material in Stockpile	3,000 cu.yds.	3.00	9,000.00
3/8" - 0	Material in Stockpile	5,000 cu.yds.	3.00	15,000.00
				$45,000.00

Oregon State Highway Department

Federal Aid
Project No. ER-106(1)

COLUMBIA RIVER HIGHWAY-WASCO SECTION OF THE
FULTON CANYON HIGHWAY IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 6, 1965

Type Code P.E.

Preliminary Engineering			$ 1,000.00

Type Code 2010
(Fulton Canyon) Roadway (MP 0+00 to MP 2.47)(MP 4.74 to MP 4.87)

Moving Cost	All Required		$ 30,000.00
Power Shovel	260 hours	$ 38.00	9,880.00
Dragline, Clamshell Combination	110 hours	38.00	4,180.00
Loader, Front End	270 hours	25.00	6,750.00
Truck, Dump, 10 c.y.	280 hours	17.50	4,900.00
Truck, Dump, 15 c.y.	1,290 hours	25.00	32,250.00
Truck, Flatbed with Boom	110 hours	10.00	1,100.00
Truck, Pickup	390 hours	2.25	877.50
Truck, Sprinkler	160 hours	15.00	2,400.00
Tractor and Dozer	300 hours	25.00	7,500.00
Tractor, Dozer and Ripper	320 hours	30.00	9,600.00
Grid Roller and Tractor	160 hours	30.00	4,800.00
Blade Grader	360 hours	17.50	6,300.00
Drill, Track-Mounted with Compressor	100 hours	27.50	2,750.00
Air Compressor	34 hours	7.00	238.00
Jackhammer	34 hours	7.50	255.00
Tamper	32 hours	9.50	304.00
Loader with Bucket and Backhoe	64 hours	15.00	960.00
Foreman	380 hours	8.00	3,040.00
Laborer	500 hours	5.50	2,750.00
Explosives	19,000 lbs.	0.75	14,250.00
Furnish 12-inch Steel Culvert Pipe, 16 Ga.	32 lin.ft.	2.50	80.00
Furnish 18-inch Steel Culvert Pipe, 16 Ga.	420 lin.ft.	3.00	1,260.00
Furnish 24-inch Steel Culvert Pipe, 16 Ga.	16 lin.ft.	4.50	72.00
	Subtotal		$146,496.50
	10% Engr. & Cont.		14,649.50
	Total		$161,146.00

Type Code X080
Fulton Canyon Cr. Br. (#3456)(Sta. 47+05.00 to Sta. 47+45.67)

Remove Old Bridge	All Required		$ 1,000.00
Shoring, Cribbing, etc.	All Required		1,000.00
Structural Excavation	250 cu.yds.	$ 5.00	1,250.00
Structural Excavation, Below Elevation Shown	20 cu.yds.	10.00	200.00
Class "A" Concrete	170 cu.yds.	80.00	13,600.00
9"x40" to 45' Prestressed Concrete Slabs	12 only	700.00	8,400.00
Metal Reinforcement	27,000 lbs.	0.13	3,510.00
	Subtotal		$ 28,960.00
	10% Engr. & Cont.		2,896.00
	Total		$ 31,856.00

Length of Roadway - - - - - - - - - - - - - - 2.592 Miles
Length of Structure - - - - - - - - - - - - - 0.008 Mile
Total Length - - - - - - - - - - - - - - - - - 2.600 Miles
Cost of Roadway Per Mile - - - - - - - - - - $62,170.52

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Fulton Canyon Section	$161,146.00	$8,050.00	$153,096.00
Structure	31,856.00	1,600.00	30,256.00
Preliminary Engineering	1,000.00	50.00	950.00
	$194,002.00	$9,700.00	$184,302.00*

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
All miscellaneous work not covered by this contract and the P.E.	$106,998.00	$5,350.00	$101,648.00*

Note: This is a token financed project and does not constitute a firm commitment. These amounts will be revised to full pro rata when and if Federal funds become available.

FULTON CANYON CREEK BRIDGE

PRESTRESSED CONCRETE SLAB QUANTITIES

31' x 40'-8" Prestressed Slab

Overhead	All Required			$ 75.00
Class "AA" Concrete	5.28	cu.yds.	$65.00	343.20
Metal Reinforcement	372	lbs.	0.12	44.64
Prestress Wire	428	lbs.	0.50	214.00
				$676.84
			Use	$700.00

STATE COPY

Monthly transaction number	FORM PR-2A (Rev.) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
8-40		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	County
9	7/25/66	Sherman
		Project number
		ER-106(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 3, 19 65, is hereby modified as follows:

Revised estimated total cost of project $ 287,615

Revised Federal funds $ 181,681.76

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25th day of July, 19 66.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By _____

[redacted]

USCOMM-DC 8120-P63

RECEIVED

STATE COPY

Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

FO.9-50..

PROJECT REPORT NO.

ER-106(1)

6572

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-3-65

STATE: Oregon

COUNTY: Sherman

PROJECT NO.: ER-106(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions ~~set forth in (1) Title~~ 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Columbia River Highway - Wasco Section of the Fulton Canyon Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	2-24-65	2.600
RIGHTS-OF-WAY		
CONSTRUCTION	4-7-65 6-30-65	2.600
OTHER *(Specify)*		

FUNDS — Pro Rata 63457

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 264,436.00	$ 167,623.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Knowles

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Persons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer September 3, 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8908-P64

AGREEMENT PROVISIONS

previously apportioned Federal funds is created by this

By _____

_____ (Division Engr.)

(Title)

By: L. R. Backlund, Administrative Mgr.

By _____

Date executed by Division Engineer September 3, 1965

_____

(Title)

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

NONDISCRIMINATION PROVISION

13. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the President's Committee on Equal Employment Opportunity, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(1) The contractor will not discriminate against any employee or applicant for employment because of race, creed, color or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, creed, color or national origin. Such action shall include, but not be limited to the following:

Employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color or national origin.

(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representative of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(4) The contractor will comply with all provisions of Executive Order No. 10925 of March 6, 1961, as amended by Executive Order 11114 of June 22, 1963, and of the rules, regulations and relevant orders of the President's Committee on Equal Employment Opportunity created thereby.

(5) The contractor will furnish all information and reports required by Executive Order 10925 of March 6, 1961, as amended by Executive Order No. 11114 of June 22, 1963, and by the rules, regulations and orders of the said Committee, or pursuant thereto, and will permit access to his books, records and accounts by the Bureau of Public Roads and the Committee for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(6) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations or orders, this contract may be cancelled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order No. 10925 of March 6, 1961, as amended by Executive Order 11114 of June 22, 1963, and such other sanctions may be imposed and remedies invoked as provided in the said Executive Order or by rule, regulation or order of the President's Committee on Equal Employment Opportunity, or as otherwise provided by law.

(7) The contractor will include the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations or orders of the President's Committee on Equal Employment Opportunity issued pursuant to section 303 of Executive Order 10925 of March 6, 1961, as amended by Executive Order 11114 of June 22, 1963, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the Bureau of Public Roads may direct as a means of enforcing such provisions, including sanctions for noncompliance: **Provided, however,** that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause in any federally assisted construction work which it performs itself other than through the permanent work force directly employed by an agency of Government.

The State highway department agrees that it will cooperate actively with the Bureau of Public Roads and the President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations and relevant orders of the Committee, that it will furnish the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, and that it will otherwise assist the Bureau of Public Roads in the discharge of the Bureau's primary responsibility for securing compliance. The State highway department further agrees that it will refrain from entering into any contract or contract modification subject to Executive Order 11114 with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to Part III, Subpart D of Executive Order 10925 and will carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Bureau of Public Roads or the Committee pursuant to Part III, Subpart D of Executive Order 10925. In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this grant (contract, loan, insurance, guarantee), may refrain from extending any further assistance under any of its programs subject to Executive Order 11114 until satisfactory assurance of future compliance has been received from such State highway department, or may refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

14.

Oregon State Highway Department

Federal-Aid
Project No. ER-106(1)

COLUMBIA RIVER HIGHWAY--WASCO SECTION OF THE

FULTON CANYON HIGHWAY IN SHERMAN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 17, 1965

Type Code P.E.

Preliminary Engineering			$ 1,000.00

Type Code 2010
Fulton Canyon Grading (MP 0+00 to MP 2.47)(MP 4.74 to MP 4.87)(Contract No. 6572)

Moving Cost	All Required		$ 15,000.00
Power Shovel	260 hour	$ 35.00	9,100.00
Dragline, Clamshell Combination	110 hour	35.00	3,850.00
Loader, Front End	270 hour	24.00	6,480.00
Truck, Dump, 10 C.Y.	280 hour	14.00	3,920.00
Truck, Dump, 15 C.Y.	1,290 hour	16.00	20,640.00
Truck, Flatbed with Boom	110 hour	14.00	1,540.00
Truck, Pickup	390 hour	2.00	780.00
Truck, Sprinkler	160 hour	16.00	2,560.00
Tractor and Dozer	300 hour	25.00	7,500.00
Tractor, Dozer and Ripper	320 hour	28.00	8,960.00
Grid Roller and Tractor	160 hour	28.00	4,480.00
Blade Grader	360 hour	16.00	5,760.00
Drill, Track-Mounted with Compressor	100 hour	30.00	3,000.00
Air Compressor	34 hour	20.00	680.00
Jackhammer	34 hour	10.00	340.00
Tamper	32 hour	10.00	320.00
Loader with Bucket and Backhoe	64 hour	16.00	1,024.00
Foreman	380 hour	7.50	2,850.00
Laborer	500 hour	5.00	2,500.00
Explosives	19,000 lb.	0.60	11,400.00
Furnish 12-inch Steel Culvert Pipe, 16 Ga.	32 lin.ft.	5.00	160.00
Furnish 18-inch Steel Culvert Pipe, 16 Ga.	420 lin.ft.	5.50	2,310.00
Furnish 24-inch Steel Culvert Pipe, 16 Ga.	16 lin.ft.	7.00	112.00
	Subtotal		$115,266.00
	10% Engr. & Cont.		11,526.00
	Total		$126,792.00

Type Code 2030
Fulton Canyon Cr. Br. (#9456)(Sta. 47+05.00 to Sta. 47+45.67)(Contract No. 6572)

Remove Old Bridge	All Required		$ 1,000.00
Shoring, Cribbing, etc.	All Required		4,000.00

Structural Excavation	250 cu.yd.	$ 8.00	$ 2,000.00
Structural Excavation Below Elevation Shown	20 cu.yd.	10.00	200.00
Class "A" Concrete	170 cu.yd.	85.00	14,450.00
3" x 40" to 45" Prestressed Concrete Slabs	12 only	700.00	8,400.00
Metal Reinforcement	27,000 lb.	0.20	5,400.00
	Subtotal		$ 35,450.00
	10% Engr. & Cont.		3,545.00
	Total		$ 38,995.00

Length of Roadway - - - - - - 2.592 Miles
Length of Structure - - - - - 0.008 Mile
Total Length- - - - - - - - - 2.600 Miles

Cost of Roadway Per Mile- - - $48,916.66

Type Code 5231
Fulton Canyon Oiling (Sta. 0+00 to Sta. 247) (Sta. 4.74 to Sta. 4.87) (Contract No. 6657)

Watering	400 M-gal.	$ 3.00	$ 1,200.00
Preparation of Old Roadbed	2.60 mile	750.00	1,950.00
3/4" - 0 Material in Base	5,400 ton	2.15	11,610.00
Stone Base	17,500 ton	1.95	34,125.00
3/4" - 0 Aggregate in Prime Coat	340 cu.yd.	4.25	1,445.00
MC-250 Asphalt in Prime Coat	52 ton	49.00	2,548.00
Aggregates in Asphalt Macadam	2,220 cu.yd.	4.40	9,768.00
120-150 Asphalt in Asphalt Macadam	166 ton	47.00	7,802.00
RS-1 Asphalt in Asphalt Macadam	46 ton	49.00	2,254.00
Guide Posts, W-1	190 only	7.50	1,425.00
Bracket Reflectors	50 only	2.50	125.00
Guard Rail	4,800 lin.ft.	2.45	11,760.00
Rail End Pieces	32 only	5.00	160.00
Extra Guard Rail Posts	80 only	7.50	600.00
Furnishing Field Laboratory Building	All Required		500.00
			$ 87,272.00
Flagging (57½ of Contractor's Cost)	All Required		$ 1,000.00
Signing	All Required		500.00
			$ 1,500.00
	Subtotal		$ 88,772.00
	10% Engr. & Cont.		8,877.00
	Total		$ 97,649.00

Length of Roadway - - - - 2.592 Miles
Length of Structure
(Exception) - - - - - - - 0.008 Mile
Total Length- - - - - - - 2.600 Miles

Cost of Roadway Per Mile- $37,673.22

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Fulton Canyon (Grading)	$126,792.00	$ 80,373.00	$ 46,419.00
Fulton Canyon (Oiling)	97,649.00	61,899.00	35,750.00
Structure	38,995.00	24,718.00	14,277.00
Preliminary Engineering	1,000.00	633.00	367.00
	$264,436.00	$167,623.00	$ 96,813.00
Work Retained in Authorized Fund Status			
Temporary and permanent restoration	$ 23,864.00	$ 15,242.00	$ 8,622.00
	$288,300.00	$182,865.00	$105,435.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

FULTON CANYON (OILLESS) SECTION

STATE WORK

3/4" - 1/2"	Material in Stockpile	2,000 cu.yds.	$2.75	$ 5,500.00
1/2" - 1/4"	Material in Stockpile	4,000 cu.yds.	2.75	11,000.00
1/4" - #10	Material in Stockpile	1,000 cu.yds.	3.25	3,250.00
1/4" - 0	Material in Stockpile	3,000 cu.yds.	2.75	8,250.00
3/8" - 0	Material in Stockpile	5,000 cu.yds.	3.25	16,250.00
				$44,250.00

RECEIVED
APR 21 1966

FOR FILING
EF 11-7(1)
Form CD-121 (11-65) (Prea. by A.O. 206-10)
6512

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 18, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: J. H. Girvin
Acting District Engineer

SUBJECT: Oregon Project ER-106(1)
Fulton Canyon Section, Fulton Canyon-Wasco Highway
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 Statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. State Force Account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severly taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's April 6, 1966 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 10 (intermittent) miles of roadway and/or bridges at a total estimated negotiated contract amount of $13,337.00 and State Force Account work amount of $1,663.00. Estimated emergency fund participation is to be at the regular pro-rata share, or $9,517.00.

We concurred in the contract awards for this section on April 14 and July 22, 1965.

REFERRED TO
Young - w/ encls.
By Asst. State Hwy. Engr.
4-21-66

RECEIVED
APR 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 17 1965
FOR FILING
EA-106(1)
6572

Salem, Oregon 97310
December 18, 1965

Fulton Canyon Section
Fulton Canyon-Hasco Highway
ER-106(1)

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Attention: John Bond

The contractor, C. C. Maisel, stopped in to see me today to discuss his request for an extension of time on this project. He was advised that we had only been able to justify an extension of five calendar days which would leave a considerable penalty on the job.

Mr. Maisel brought up several points that bear investigating. One of them was his contention that he had been led to believe that we would not count any time after he had completed the added stockpile at Rufus. This work was completed on November 23 and we continued to charge through November 30.

I have talked to Stratton about this matter and he advises me that it is entirely possible that the contractor did believe this to be a promise. Stratton advises me that he had talked to the Superintendent and told him that it appeared that the work would be completed when the Rufus pile was finished. Stratton recommends and I agree that we should allow these seven days.

Maisel also stated that he quoted a price of $1.35 a yard for the change of the stockpile from Fulton Canyon to Rufus. Later on Mr. Warfield negotiated him down to a price of $1.15 a yard but, according to Mr. Maisel, also told him that since he had come down in price, Warfield would attempt to get more time as a compensating factor. I have not been able to verify this allegation, but it appears valid enough.

It is also a fact that the contractor completed all the oiling work as expeditiously as possible during good weather and that the job is an excellent one. Furthermore, the only work that was left undone when time ran out was the stockpiling operation.

Please, therefore, reanalyze this entire matter to find out if there is not justification for some additional time.

F. B. Kiebee
Assistant State Highway Engineer

FBK:rvb

cc: Forrest Cooper
R. L. Porter

RECEIVED
NOV 10 1965
FOR FILING
ER-106(1)
6572

November 10, 1965

The Fidelity & Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

Contract No. 6572 awarded to Rogers Construction Company for grading and structure on the Fulton Canyon Section of the Fulton Canyon-Wasco Highway in Sherman County was completed on July 30, 1965, and accepted by the Highway Commission on November 8, 1965.

Final payment in the amount of $4,546.54 will be released to the contractor after November 18, 1965. The total contract amount is $152,325.24 including $1,036.95 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Rogers Construction Co.
11760 N.E. Glisan Street
Portland, Oregon

Pallett, Fisher & Carle, Inc.
1001 U.S. National Bank Bldg.
Portland 4, Oregon
L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
NOV 9 - 1965
FOR FILING
ER-106(1)
6: 12

November 8, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed July 20, 1965, on Contract No. 6572. The contract was with Rogers Construction Company and was for grading and structure on the Fulton Canyon-Wasco Highway in Sherman County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective November 8, 1965, and that you concur in this procedure at the Commission meeting December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

EK 106 (1)

6572

for Complete Rpt
Sec. # 6653

cc: [illegible]

JMM:fp 8/5

Form CD-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 12, 1965

In reply refer to: 08-35.5

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. M. Parsons, Division Engineer
Salem, Oregon

RETURNED TO
BY DEPUTY STATE HIGHWAY ENGINEER

SUBJECT: Inspection-in-Depth
Equipment Rental Procedures
Emergency Relief Projects

Reference is made to our memorandum of October 7, 1965 transmitting a copy of the subject report to your office.

In our memorandum we overlooked advising you that on Project ERFO-101(2) the daily records revealed that work was performed prior to Public Roads approval on Price Agreements No. 1, 3 and 5 as follows:

P.A. 1 - ½ ton pickup	Approved 4/1/65 - Work performed 3/29 to 3/31	24 hrs.
P.A. 3 - Wind machine	Approved 4/15/65- Work performed 3/31 to 4/14	132 hrs.
P.A. 5 - Air compressor	Approved 4/14/65- Work performed 4/7 to 4/13	38 hrs.

Summary:

P.A. 1 - 24 hours @ $1.50	= $ 36.00
P.A. 3 -132 hours @ 1.00	= 132.00
P.A. 5 - 38 hours @ 5.30	= 201.40
Total Amount	$369.40

This amount should be transferred to non-participating.

Please advise when this has been done and we would also appreciate your comments on the recommendations contained in the inspection-in-depth report.

Orig to Mason
Copy to Young
10-13-65

Routing
Morgan
Decker
Bond
Barbee
Walker
Stein
Stutz

RECEIVED
OCT 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 12 1965
CONSTRUCTION
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 7, 1965

In reply refer to: 03-35.DA

FROM : E. Dee, Assistant Division Engineer
Salem, Oregon

SUBJECT: Inspection-In-Depth
Equipment Rental Procedures
Emergency Relief Projects

Attached herewith is a copy of the subject report.

Please note the recommendations on page 4 and take action if you deem appropriate.

10-20-65

Attachment

RECEIVED
OCT 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

-65-EID-1

FORM PR-OLD (6-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(Check Appropriate One) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	PROJECT NUMBER
6	1,2,3,4,5,7,8,9,10	See below

DATE OF INSPECTION	PHASE(S) INSPECTED
July 22, 23, 27, 28, 29	Equipment Rental Procedures

INSPECTION MADE BY	IN COMPANY WITH
W. A. Wardlow, et al	See below

REPORT PREPARED BY
W. A. Wardlow, Assistant Area Engineer

PROJECT INCLUDES
☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☐ MAJOR STRUCTURES ☒ OTHER (Specify) Flood damage repair.

CONTRACTOR (Name and address)	CONTRACT AMOUNT
See below.	$ See below.
	PROJECT STATUS (Percent complete) See below.

LOCATION
See below.

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (Including needed followup action); (3) DETAILED REPORT OF INSPECTION.

INSPECTION-IN-DEPTH - EQUIPMENT RENTAL PROCEDURES
EMERGENCY RELIEF PROJECTS

Inspection time - 20 hours
Travel time - 27 hours
Write-up - 6 hours

Purpose of Inspection - The inspection was made to check the State's equipment rental procedures on Emergency Relief Projects.

Projects Inspected - This inspection covered projects in every Division of the State Highway Department except Division 5. There were no equipment projects in progress in that division. The following projects were inspected:

Project No.	Project Name	Contract No.	Contract Amt.	Contractor
ERFO 101(2)	Columbia-Salt Cr. Tunnel Sec., Willamette Hwy.	6553	$1,482,691.00	Rogers Constr. Co., Portland, Ore.
ERFO 103(1)	Sardine Cr.-North Santiam Riv. Sec., Santiam Hwy.	6557	1,454,110.00	White Bros. Constr. Co. & Ore-Ida Equipment, Inc., Walla Walla, Wash.
ER 106(1)	Fulton Canyon Sec., Fulton Canyon-Wasco Hwy.	6572	150,716.00	Rogers Constr.Co., Portland, Ore.

(more)

USCOMM-DC 9221-P64

Publicity Furnished (cont.)

Project No.	Project Title	Contract No.	Contract Amt.	Contractor
ER-111(1), ERO 111(2) & ER 137(1)	Idaho St.-John Day Hwy Jct. Sec., Ontario Hwy. and Prineville-Crooked Riv. Sec., Bend-Ind Hwy.	6512	$ 78,023.10	Roy Reynolds Sweet Home, Ore.
ER-121(1)	Smith Bridge-Yellow Ct. Sec. of Elkton-Sutherlin Hwy.	6535	555,067.00	C. R. O'Neil Creswell, Ore.
ER-139(1)	Summer Lake-Valley Falls Sec., Fremont Hwy.	6520	22,037.20	Ted Stamp
ER-154(1)	Warner Summit-Crosser Reservoir Sec., Warner Hwy.	6501	31,435.02	Washington Constr. Co., Sheridan, Ore.
ER-168(1)	Pioneer Mountain Sec. Corvallis-Newport Hwy.	6519	238,695.75	C. R. O'Neil Creswell, Ore.
ERO-193(2)	Dolallie Cr.-Yellow-jacket Cr. Sec., Mt. Hood Loop Hwy.	6527	469,991.99	Rogers Constr. Co. Portland, Ore.

The project status for the various projects was as follows:

Project No.	Percent time elapsed	Percent Complete
ERO-101(2)	68	40
ERO-109(1)	65	50
ER-206(1)	130	99+
ER-111(1)-ERO-111(2) & ER-137(1)	65	67
ER-101(1)	38	16
ER-153(1)	95	99
ER-154(1)	95	80
ER-168(1)	90	92
ERO-193(2)	26	5

Inspection Party

E. A. Nichols acted as the team leader and was present on the inspection of all the projects. The other personnel on the inspection parties were as follows:

ERO-101(2) - Clyde Pike, Auditor, BPR
Arlie Anderson, Resident Engineer, OSHD

(more)

RECEIVED
DEC 30 1965

Form CD-121 (11-63) (Rescinded by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLAMATH

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

ER-106(1)

TO : Mr. Forrest Cooper, State Highway Engineer
1573 Salem, Oregon

DATE: December 23, 1965

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-106(1)
Fulton Canyon Section, Fulton Canyon - Wasco Highway
Request for Extension of Time

We have reviewed subject request as set forth in your letter of November 29, 1965.

According to our records, participating changes effected by extra work are in a total amount of $1,717, which when prorated on the basis suggested will justify approval of 2 days. We are hereby giving our concurrence of this amount, and will consider the nonparticipating items to be outside our jurisdiction.

B.M.P. 1/7

4 copies

REFERRED TO
Bond-Henry
BY ASST. STATE HWY. ENGR.
12-29-65

nothing to me

RECEIVED
DEC 30 1965
STATE OF OREGON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CD-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
6572 Salem, Oregon

DATE: October 7, 1965

In reply refer to: 08-35.DA

FROM : T. Dee, Assistant Division Engineer
Salem, Oregon

SUBJECT: Inspection-in-Depth
Equipment Rental Procedures
Emergency Relief Projects

Attached herewith is a copy of the subject report.

Please note the recommendations on page 4 and take action if you deem appropriate.

Attachment

10-20-65

RECEIVED
OCT 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-33D
(5-64).

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(Check Appropriate One) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	PROJECT NUMBER
6	2	See below.

DATE OF INSPECTION	PHASE(S) INSPECTED
July 24, 26, 27, 28, 29	Initial Contact, Final Phase

INSPECTION MADE BY	IN COMPANY WITH
W. H. Nicholls, et al	Mrs. Bolen

REPORT PREPARED BY
W. H. Nicholls, Assistant Area Engineer

PROJECT INCLUDES
☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☐ MAJOR STRUCTURES ☒ OTHER (Specify) Flood damage repair.

CONTRACT (Name and address)
See below.

CONTRACT AMOUNT
See below.

PROJECT STATUS (Percent complete)
See below.

LOCATION
See below.

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (Including needed followup action); (3) DETAILED REPORT OF INSPECTION.

INSPECTION-IN-DEPTH - EQUIPMENT RENTAL PROCEDURES
Federal Aid Secondary Projects

Inspection time - 20 hours
Travel time - 17 hours
Write-up - 3 hours

Purpose of Inspection - The inspection was made to check the State's equipment rental procedures on Emergency Relief Projects.

Projects Inspected - This inspection covered projects in every Division of the State Highway Department except Division 5. Each was an equipment projects in progress in that Division. The following projects were inspected:

Project No.	Project Name	Contract No.	Estimated Amt.	Contractor
ERSD 101(2)	Cedaridge-Falk Cr. Summit Sec., Willamette Hwy.	6555	$1,444,101.00	Rogers Constr. Co., Portland, Ore.
ERSD 105(1)	Sardine Cr.-North Santiam Riv. Sec., Santiam Hwy.	6557	1,454,110.00	White Bros. Contrs. Co. & Chas-Mundale, Inc., Walla Walla, Wash.
ER 106(1)	Fulton Canyon Sec., Fulton Canyon-Wasco Hwy.	6572	158,716.00	Rogers Constr.Co., Portland, Ore.

(Cont.)

USCOMM-DC 9221-P64

Emergency Unemployment (cont.) Page 2

Project No.	Project Name	Contract Date	Contract Amt.	Contractor
DR-111(1), DRO 111(2) & DR 137(1)	Marks Cr.-John Day Hwy Jct. Sec., Ochoco Hwy. and Prineville-Crooked Riv. Sec., Ochoco-Redmond Hwy.	6512	$ 70,468.10	Roy Reynolds Sweet Home, Ore.
DR-121(1)	Smith Bridge-Yellow Cr. Sec. of Burns-Seneca Hwy.	6535	555,367.00	C. B. O'Neil Creswell, Ore.
DR-153(1)	Summer Lake-Valley Falls Sec., Fremont Hwy.	6610	21,307.20	Ted Stamp
DR-154(1)	Warner Summit-Crooked Creek Sec., Warner Hwy.	6611	31,435.02	Washington County Co., Sheridan, Ore.
DR-166(1)	Pioneer Mountain Sec. Corvallis-Sweet Hwy.	6579	253,695.75	C. B. O'Neil Creswell, Ore.
DRO-193(2)	Pelallie Cr.-Yellow-jacket Cr. Sec., Mt. Hood Loop Hwy.	6527	403,801.90	Rogers Constr. Co. Portland, Ore.

The project status for the various projects was as follows:

Project No.	Percent time elapsed	Percent Complete
DRO-101(2)	60	40
DRO-109(1)	65	50
DR-166(1)	150	99+
DR-111(1)-DRO-111(2) & DR-137(1)	85	97
DR-121(1)	33	10
DR-153(1)	95	90
DR-154(1)	95	80
DR-166(1)	90	92
DRO-193(2)	25	5

Inspection Force

R. H. Nichols acted as the team leader and was present on the inspection of all the projects. The other personnel on the inspection parties were as follows:

DRO-101(2) - Clyde Dike, Foreman, BPR
Mills Nicholson, Resident Engineer, OSHD

(more)

Inspection Force (cont.)

ERTO-103(1) - Clyde Pike, Auditor, DRA
J. L. Lemley, Area Engineer, DRA
D. J. Hill, Resident Engineer, OSHD

DR-100(1) - Clyde Pike, Auditor, DRA
Richard S. Hutchins, Resident Engineer, OSHD

DR-111(1), ERTO-111(1), DR-137(1) -
Clyde Pike, Auditor, DRA
J. L. Lemley, Area Engineer, DRA
Robert H. Clark, Resident Engineer, OSHD

DR-121(1) - Cecil Babcock, Auditor, DRA
M. E. Martin, District Engineer, DRA
Paul Riedl, Area Engineer, DRA
John R. Hagedorn, Jr., Resident Engineer, OSHD

DR-153(1) - Clyde Pike, Auditor, DRA
C. V. Christianson, Asst. Area Engineer, DRA
Jim Putman, Division Engineer, OSHD
E. J. Lemm, Resident Engineer, OSHD

DR-154(1) - Same as DR-153(1).

DR-160(1) - Cecil Babcock, Auditor, DRA
M. E. Martin, District Engineer, DRA
Grant Rosback, Area Engineer, DRA
Ray Asbury, Division Engineer, OSHD
W. E. Dubra, Resident Engineer, OSHD

ERTO-193(2) - Clyde Pike, Auditor, DRA
Willis Cribb, Area Engineer, DRA
W. H. Bryant, Asst. Area Engineer, DRA
Richard S. Hutchins, Resident Engineer, OSHD

SUMMARY

(1) The Central Daily Progress reports were quite complete except that specific places of employment each day were not listed in detail.

(2) The pay quantities were kept current on suitable forms. These forms were signed daily by authorized representatives of both the contractor and State, indicating agreement as to the quantities shown. This practice should be commended in that it should eliminate substantially all possibilities of pay disputes.

(more)

Summary (Cont.)

(3) The documentation as to whether the equipment on the project met specification requirements was generally incomplete. However, it must be noted that all the equipment observed by the writer equalled or exceeded specification requirements.

Recommendations

(1) The equipment used should be completely itemized on some type of permanent record. In order to familiarize this it is suggested that it be specified that the contractor be required to give a list of his equipment on the project. The list should include his number or other suitable identification and the rating of the equipment.

(2) The dates when a piece of equipment is brought to and removed from the project should be noted on a permanent record. Perhaps it could be noted on the above suggested list.

Project Documentation

According to all the resident engineers there was no directive issued from the Central Office as to the method or type of records which should be kept. Consequently each resident engineer devised his own method of keeping records of equipment, with the advice of the State's Division offices in some cases.

Field Documents

The initial record on all the projects except IR-106(2) was the form "Central Daily Progress Report" (see fig. 2). This report is completed by the field inspector. In general, the reports contained information as to the number of each type of equipment and laborers, the contractor's hours and a narrative. In addition to the work in progress the narrative usually contains a partial description of the equipment used, and pertinent notations such as equipment breakdown time, etc. As mentioned above, this form was not used on project IR-106(2), however the same data is kept in the inspector's diary.

It is the writer's opinion that the field inspectors have done an excellent job in maintaining a complete record of the activities on this form and in their diaries. Only in one instance was it noted that equipment had been paid for without mention of the equipment or the type of operations in which the equipment would be used in the Progress Report. There is one area in which it appears there could be improvement made in documentation. That is where several pieces of the same type of equipment, such as dump trucks or trailers, are used, the inspectors often just note "23 trucks" and "4 dump trailers hauling - - - ". Since this report is a basic record it could eliminate future difficulties if each piece of equipment were positively identified by contractor's number or other suitable form of identification.

(over)

The resident engineer on project IR-215(1), Mr. Daily, had the inspectors give this information in detail plus the name of the laborers and operators, in their reports. The inspector on IR-112(1) obtained this information but it was kept on pieces of paper that were not made a part of the permanent records. Mr. Anderson learned inadequacies during the inspection that the information was to be transferred kept in the inspector's diary.

In addition to the General Daily Inspector Reports the inspector on IR-121(1) kept a diary, and the inspectors on IR-311(2) and IR-4(1) kept the daily itemized bill on form R 611-61, "Daily Inspector Report" (Example 2).

Two other types of information which, if properly documented, might eliminate future disputes were to be kept in complete detail. One is in case a particular piece of equipment is moved to and from the project. The other is a continuing, daily accounting of equipment. Both types of information could be kept on one form. It was possible to determine when some of the equipment was moved to and from the project from information in the diaries, etc.; however, it appeared that the information was due from engineers on most of the projects. The Resident on IR-10_(1) had requested and received an equipment list from his contractor. It was not current but it did give all the desired information on each piece of equipment.

In an attempt to eliminate future disputes about pay quantities, all the Residents used a daily form upon which the hourly basis pay items were summarized. Form R-120(1-61), Daily Record of Force Account Work (Example 3) was used on all projects except two. The other two projects had a large number of pay items so the Residents devised their own forms. Examples 4 and 5 were used on projects IRS-101(1) and NR-121(1), respectively.

In all cases the record for each day was signed not later than the following day by the contractor representative and the State and contractor. The signatures indicate complete agreement on the recorded information. The amount paid to the contractor is based on the information shown in this report.

Summary of Items

The items are summarized on the daily record sheets for projects IRS-101(4) and IR-311(2) as can be seen in examples 4 and 5. A tabulation showing the running totals was kept on projects IRS-103(1), NR-111(1), etc. and IR-10_(1). Some minor clerical roles in these totals were found. However, the calculations had not been checked and normally errors are found and corrected at that time.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

FORM F-474 (10-64)

GENERAL DAILY PROGRESS REPORT

DATE 7-7-65

SECTION: SMITH BR. - YELLOW CR.

HIGHWAY: LELAND - SUTHERLIN

CONTRACTOR: C.R. O'NEIL

WEATHER: CLEAR

CONTRACT NUMBER: 6585

F. A. NUMBER: ER-121(1)

PREFIX: 110-1007

EQUIPMENT

BULLDOZERS 1	LOADER 1	TRACTOR AND SCRAPER 3
ROLLER	SHOVEL 1	TRUCKS 1-FLATBED
COMPRESSOR 2	CRUSHER	MIXER
DISTRIBUTOR	PAVER	WATER WAGON 1
JACKHAMMER 2		EUCLID END DUMP 3
WAGON DRILL 1		

LABOR

OPERATORS 17 LABOR 3 SUPERVISION 1-SUPT.

FOREMAN 1

TIME

	1 CLEARING	2 DRAINAGE	3 GRADING	4 TOPSOIL	5 FENCE	6 SPRINKLING	7 ROCK	8 PAVING	9 FLAG	10 UTILITIES
SHIFT START			7:00 AM						7:00 AM	
SHIFT END			1:30 PM						1:30 PM	
SHIFT START										
SHIFT END										
SHIFT START										
SHIFT END										

KIND OF WORK, AMOUNT, STATION, EQUIPMENT, LABOR (CONTRACTOR, UTILITIES, AND R. R.)

D9 dozer loading three 631 scrapers at Sta. 512-521 Left, and hauling to Sta. 540 Left. CL dozer helping in bit with ripper and D8(#17) dozer placing material on the fill. A flagman at Sta. 520. Blade is pulling slips & maintaining haul roads. 80D shovel loading 3 Euclid end dumper at Sta. 547 Left, and also hauling to Sta. 540 Left. One D8(#32) dozer working on rock slide at Sta. 510 & working hot at Sta. 515 Right. Two jackhammers working at Sta. 560 and one wagon drill at Sta. 572. Three laborers stockpiling salvaged guard rail posts.

COMMENTS AND INSTRUCTIONS TO CONTRACTOR:

Milo L. Halvorsen
INSPECTOR

Form E-210—1032
State Printing

Example #2

OREGON STATE HIGHWAY DEPARTMENT

Daily Progress Report

SURFACING AND OTHER ROCK CRUSHING JOBS

Section ..... Report No. .....

Highway ..... Date .....

County ..... Job Prefix ..... Contract No. .....

Contractor ..... Quarry or Pit .....

Kind and Grade of Material	Cubic Yards			Location of Today's Deposit
	Previous	This Date	Total	Station to Station
TOTALS				

Show separately the quantities of each kind and grade of material. Make a separate series of reports for each quarry or pit. Send original copy to Salem office and duplicate copy to Division Engineer.

..... Inspector

OREGON STATE HIGHWAY DEPARTMENT

DAILY RECORD OF FORCE ACCOUNT WORK

FORM 123 (7-63)

INSTRUCTIONS: (To be used for all Extra Work Orders except those for flagging where STATE pays 57½ % of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

CONTRACTOR'S NAME

CONTRACT NUMBER

ORDER NO.

Sheet ____ of ____ Sheets

FORCE ACCOUNT NUMBER

DATE

SHIFT

SUB CONTRACTOR

PREFIX

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE FOR

OREGON STATE HIGHWAY DEPT. — DAILY EQUIPMENT RENTAL REPORT

SECTION Oakridge - Salt Creek Tunnel — CONTRACT NO. 6553

HIGHWAY Willamette — PREFIX 20 - 1014

CONTRACTOR Rogers Construction, Inc. — DATE

BID ITEM	NO. USED THIS DATE	TOTAL HOURS BROUGHT FORWARD	HOURS THIS DATE	TOTAL HOURS
2. Blade Grader				
3. Tractor (185 H. P.), Dozer				
4. Tractor (185 H. P.), Dozer and Winch				
5. Tractor (75 H. P.), Dozer				
6. Power Shovel, 2½ C. Y.				
7. Power Shovel, 3/4 C. Y.				
8. Crane, Truck Mounted, Dragline				
9. Trucks, Dump, 6 C. Y.				
10. Trucks, Dump, 10 C. Y.				
11. Trucks, Dump, 20 C. Y.				
12. Trucks, Flatbed, 1½ Ton				
13. Trucks, Pickup, 3/4 Ton (Without Operator)				
14. Trucks, Sprinkler, 4,500 Gal., with Pump				
15. Loader, Wheel Type, 3/8 C. Y.				
16. Loader, Wheel Type, 1 C. Y.				
17. Loader, 4 Wheel Drive, 4 C. Y.				
18. Loader, Crawler, 2 C. Y.				
19. Roller, Vibratory, with Power				
20. Roller, Grid, with Power				
21. Tamper, Gasoline Engine, Hand Operated				
22. Pump, Portable, 3 - 4 inch				
23. Saw, Portable Chain, Minimum 36 inch Bar				
24. Wagon Drill, 3½ inch Rubber Tired with Compressor				
25. Explosives		lbs		lbs
26. Foreman				
27. Laborers				

Contractor's Rep. _____ Inspector _____

REPORT NO. _____ REPORT NO. _____

Ex 4A

OREGON STATE HIGHWAY DEPARTMENT — DAILY REPORT — EQUIPMENT RENTAL PROJECT

PRICE AGREEMENT ITEMS

SECTION Oakridge - Salt Creek Tunnel — CONTRACT NO. 6553

HIGHWAY Willamette — PROJECT 20 - 1014

CONTRACTOR [illegible] — DATE

PRICE AGREEMENT NO. & ITEM	NO. USED THIS DAY	TOTAL HOURS BROUGHT FORWARD	HOURS THIS DATE	TOTAL HOURS
P.A. #1 3/2 Ton Pickup				
P.A. #2 3,700 Gal. Water Truck				
P.A. #3 Windmachines				
P.A. #4 Jackhammers				
P.A. #5 210 Air Compressors				
P.A. #6 Overtime Sprinkling				
P.A. #7 2 1/2 yd. shovel/Backhoe				
P.A. #9 SS-1 Asphalt				
P.A. #10 Loader 4 Wheel Dr.				
P.A. #11 Tractor with Ripper				
P.A. #12 4 yd. Shovel				

Contractor's Rep. _____ Inspector _____

PROJECT NO. [illegible] - 101 (1) EQ. NO. _____

OREGON STATE HIGHWAY DEPARTMENT

ER-121(1)

PROJECT: Smith Bridge-Yellow Cr. Sect.
HIGHWAY: Elkton-Sutherlin
CONTRACTOR: C.R. Olson

PREFIX: 110-1007
CONTRACT: 6585

DAILY RECORD OF WORK PERFORMED
MONTH July YEAR 1964

ITEM	DATE 5 Mon.	6 Tue.	7 Wed.	8 Thur.	9 Fri.	10 Sat.	WEEKLY TOTAL	TOTALS TO DATE
Moving costs								
Blade grader	H	9	9	9	9	-	36	134
Tractor with dozer	H	27	27	17	21½	16	113½	609
Tractor with dozer, roller, winch	H	8½	7½	5	9	-	30	133½
Scraper	H	24	17	27	27	-	105	365½
Power shovel	H	8	9	9	9	-	35½	168½
Loader, front end								
Backhoe								
Grid roller with tractor								
Trucks, dump	H	-	2	9	9	-	20	56
Trucks, flatbed	H	9	9	9	9	-	36	81
Wagon drill	H	12½	5	9	2	-	22½	117½
Jackhammer	H	-	10	3	7	-	20	40
Air compressor, 105 cfm	H	-	10	3	7	-	20	37½
Air compressor, 600 cfm	H	2½	5	3	2	-	22½	117½
Chain saw		-	-	-	-	-	0	113
Laborers	H	20½	71	76	71	24	210½	1593
Powderman	H	9	9	9	9	-	36	123
EUCLID END DUMP	H	23½	27	27	27	-	104½	413½

ITEM	MON.	TUES.	WED.	THURS.	FRI.	SAT.		
Moving costs								
Blade grader	H	9	9	9	9	-	36	134
Tractor with dozer	H	27	27	27	21½	16	119½	609
Tractor with dozer, rake, winch	H	8½	7½	9	9	-	30	133½
Scraper	H	27	27	27	27	-	105	365½
Power shovel	H	8½	9	9	9	-	35½	163½
Loader, front end								
Backhoe								
Grid roller with tractor								
Trucks, dump	H	-	2	9	9	-	20	56
Trucks, flatbed	H	9	9	9	9	-	36	81
Wagon drill	H	12½	5	9	2	-	22½	117½
Jackhammer	H	-	10	3	7	-	20	40
Air compressor, 105 cfm	H	-	10	3	7	-	20	574
Air compressor, 600 cfm	H	12½	5	3	2	-	22½	117½
Chain saw		-	-	-	-	-	0	113
Laborers	H	80½	71	76	71	24	240½	1593
Powderman	H	2	9	9	9	-	36	123
EUCLID END DUMP	H	25½	27	27	27	-	106½	413½

Sheet No. 1 of 1 Sheets
State Rep.
Contr. Rep.
State Rep.
Contr. Rep.
State Rep.
Contr. Rep.
State Rep.
Contr. Rep.
State Rep.
Contr. Rep.
State Rep.
Contr. Rep.

SHEET NO. 1

Form 2011 (Rev. 1-61)

Name of Pilot _____ Date of Check _____

Type _____

FORM CD-100 (REVISED)

Typed-Typed Typed Word Problems

The problems that I have typed are
the ones that I will use for final records
for the project.

The original typed problems and the
final edited of this project will be recorded
and submitted with all the records and on the
final project report.

The [illegible] shall [illegible] of these shall provide
one copy/set to the [illegible] with the final records
for the project.

The [illegible] for maintaining the [illegible]
[illegible] of this permit shall be recorded on
[illegible] with the records on the
final [illegible] form.

FORM CD-108 (7-20-00)

FORM E-1 REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Fulton Canyon		WEEK ENDING: October 2, 1965
		SECTION PREFIX: 128-1044
HIGHWAY: Fulton Canyon - Wasco		COUNTY: Sherman
NAME OF JOB: Fulton Canyon Section	KIND OF WORK: Grading & Structure	
CONTRACTOR: Rogers COnstruction Company	CONTRACT NUMBER: 6572	FEDERAL AID PROJECT NUMBER: ER-106(1)
DATE OF CONTRACT: April 10, 1965	DATE WORK STARTED: April 20, 1965	ESTIMATED COMPLETION DATE: July 30, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $169,555.50	SPECIFIED COMPLETION DATE: July 30, 1965 (2)	PERCENT OF TIME ELAPSED: 112%
EXCLUSIVE OF ENGINEERING: $157,498.22	ENGINEERING AUTHORIZATION: $12,057.28	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $160,119.85	ENGINEERING COST TO DATE: $11,571.50	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT OVERRUN: 1.7 %	PERCENT OF AUTHORIZATION: 96.0%	DATE PROJECT WAS COMPLETED: July 30, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100%	100%					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.60				
MILES PARTIALLY COMPLETED	2.60				
MILES COMPLETED	2.60				
TOTAL ESTIMATED [redacted] (CONTRACT) Costs	$157,498.22				
TOTAL [redacted] CORRECTED TO DATE Costs	$160,119.85				
ESTIMATED [redacted] TO DATE Costs	$160,119.85				
AVERAGE DAILY QUANTITIES	0.00				
AVERAGE DAILY [redacted] NECESSARY TO COMPLETE PROJECT ON TIME Costs	0.00				
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9456							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair	N/A		Project completed.
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	P. Cloudy			
SATURDAY	Cloudy			

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	**Project is complete:** **Bridge items - July 20, 1965** **Grading items - July 30, 1965**
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The Semi-Final Estimate will be submitted to the Division Office prior to October 5, 1965.

This will be the final Field Engineer's Weekly Report on the subject project.

SIGNED Richard S. Hawkins LOCATION P. O. Box 122, The Dalles, Oregon

Richard S. Hawkins, R.E. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
SEP 20 1965
FOR FILING

ER-106 (1)

6572

August 23, 1965

Rogers Construction Company
11760 N. E. Gilsan Street
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting on August 23, 1965, considered your request for an extension of the specified completion date from June 15, 1965, to July 23, 1965, to complete Contract No. 6572 for grading and structure on Fulton Canyon Section of the Fulton Canyon-Wasco Highway in Sherman County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lm

cc
J. F. Putnam
Richard Hawkins
F. D. Morgan
L. H. Young
C. H. Matson
Bureau of Public Roads

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 2, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Request for Time Extension
Fulton Canyon Section
Fulton Canyon-Wasco Highway
Project No. [illegible]

Dear Sir:

We have received from Rogers Construction Company, contractor on the subject project, a request for an extension of the specified completion date from June 15, 1965 to July 20, 1965.

The contractor's request is based on delays in receiving Bridge Department approval of revised steel requirements for the Fulton Canyon Creek Bridge.

This contract was awarded on April 14, 1965 with a completion date for the structure established as June 15, 1965. No definite completion date was set for the grading work. The contractor started moving equipment onto the project on April 20, 1965 and his steel supplier submitted detail sheets to Salem April 22, 1965. Before the detail sheets could be returned to the supplier, it was determined that the bridge would have to be redesigned because the footings shown on the plans would have been resting on gravel approximately two feet above the flow line of the stream bed. Information was submitted to Salem for the revised design on April 29, 1965 and revised plans were sent to the steel supplier on May 13, 1965. The steel company resubmitted the detail sheets to Salem on May 26. Following approval by the Salem Bridge Division, steel was delivered to the project on June 7, 1965. Based on the delay from the time the contractor's steel supplier submitted his original detail sheets to Salem and when he was able to make his second submission, an extension of 35 calendar days is justified.

The applicable Standard Specifications refer to errors by the State as justifiable reasons for granting extensions of time.

The structure was completed on July 20, 1965. It is our recommendation that the completion date for this project be extended to July 20, 1965. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Ivan Merchant
Mr. F. D. Morgan
Mr. L. H. Young
Mr. C. H. Maison
Mr. J. F. Putnam

RECEIVED
AUG 17 1965
FOR FILING

August 17, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 6
August 23, 1965 Meeting

Gentlemen:

Rogers Construction Company, contractor on the Fulton Canyon Section of the Fulton Canyon-Simnes Highway in Sherman County, Contract No. 6572, requests a time extension for completion of the project from June 15 to July 20, 1965.

The contractor's request is based on delays caused by structural changes in bridge plans. The work was completed on July 20 and as the changes in the plans were not the fault of the contractor, we recommend that the request be granted. This is a Federal-aid HR project and Bureau of Public Roads concurrence has been received.

The matter will be on the agenda for the August 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

RLP:ms bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6572 Contractor Rogers Construction Company

Highway Fulton Canyon Road Oreg 206

Section M. P. 0.00 M.P. 4.67

Kind of Work Flood Damage Repair— Bridge Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

Delays caused be contractors not receiving revised steel requirements for the bridge.

Recommended for Approval:

J. F. Gustafson
Division Engineer

J. F. Gustafson for
Construction Engineer or Bridge Engineer

J. B. Kluber
Assistant State Highway Engineer

Contract No. 6572

Project designation [redacted] - 106 (1)
State-Federal

Date awarded April 14, 1965

Work started April 20, 1965

Per cent completed 85% 7-5-65
Date

No. of Workdays Allowed June 15, 1965

No. of Workdays Used N/A
Calendar Days

No. of Added W[redacted]equested 35

E—820 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 22, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from June 15 days to July [illegible] days, within which to complete our Contract No. 6572, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

LETTER ATTACHED

Respectfully submitted,

ROGERS CONSTRUCTION CO.
Contractor

By Chas McInroe

CONSENT OF SURETY

Date June 22, 1965

We, FIDELITY AND CASUALTY COMPANY OF NEW YORK

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

FIDELITY AND CASUALTY COMPANY OF NEW YORK

BY [signature]
Attorney-in-Fact
PALLETT, FISHER & CARLO, INC. ATTORNEY

BY [signature]
Resident Agent
RESIDENT AGENT
PORTLAND, OREGON

(SEAL)

W. B. ROGERS
DONALD C. ROGERS

ROGERS CONSTRUCTION CO.

General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND, OREGON 97220

June 22, 1965

Oregon State Highway Commission
Salem, Oregon

Re: Contract 6572 Fulton Canyon
Subject: Extension of Workdays

Gentlemen,

1. Bids were advertized and opened, April 12, 1965. We were notified by the Highway Dept. that this was E.R. work and to proceed.

2. We immediately started to marshall equipment and started to work April 21, 1965.

3. We submitted to our steel supplier the plans that we had and asked our supplier to submit proper information to Salem Bridge office using your designated plan of April 3, 1965 Drawings 20775 and 20776. The steel supplier immediately sent his layout to Salem, and no action was taken by the Bridge Dept. We were then advised one month later on a new drawing - Revised plan 9456 issued May 11th that this structure had been changed. Your engineering crew then had to restake the bridge which again delayed us for another week. The Bridge was then preliminary staked for excavation and we started to work. Errors were made in staking, and back again for restaking, which again delayed us. At this time mention should be made of additional charges which the steel supplier has for detailing the first set of plans and then throwing them away and redetailing another set of plans for steel. We finally received our steel June 10th due to all of the above delay.

All of these changes have resulted in an increase of every item on the structure which will increase the cost as bid some 60% higher. We beleive that you should ask us instead of our asking you for additional work days, and if we are to be penalized for the States own errors and mistakes then we are entitled to additional compensation for our work.

Very truly yours,

ROGERS CONSTRUCTION CO.

Chas. R. McInroe

Chas. R. McInroe

RECEIVED
AUG 16 1965

Form 0510
(11-63)
(Prescribed by
Accounting Office)

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6572

DATE: August 12, 1965

In reply refer to: 08-35.DA-1

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Request for extension of time, Oregon Project ER-106(1)
Fulton Canyon Section
Fulton Canyon-Wasco Highway

We have received and reviewed your request for time extension of 35 calendar days, subject project.

For reasons stated therein, undeniably the responsibility of the State, we concur in the request as submitted.

REFERRED TO Young 8-16-65
BY ASST. STATE HWY. ENGR.

copy to Morgan Merchant Maison

RECEIVED
AUG 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM S-123X 50M 2-65

RECEIVED
SEP 1 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-106 (1)

6572

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

REFERRED TO
[signature]
By Asst. State Hwy. Engr. 9-1-65

Dear Sir:

This is to advise you that work was completed on July 20, 1965, on Contract No. 6572, Fulton Canyon Section, in Sherman County, in connection with Federal-Aid Project No. ER-106(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: Aug. 4, 1965

Conditions noted on above date:

None.

A. W. Parsons
Division Engineer

By [signature]
G. R. Brooks, District Engineer AUG 27 1965

RECEIVED
AUG 31 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 2 - 1965
FOR FILING
ER-106(1)
6-12

August 2, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Request for Time Extension
Fulton Canyon Section
Fulton Canyon-Weaver Highway
Project No. ER-106(1)

Dear Sir:

We have received from Rogers Construction Company, contractor on the subject project, a request for an extension of the specified completion date from June 15, 1965 to July 20, 1965.

The contractor's request is based on delays in receiving Bridge Department approval of revised steel requirements for the Fulton Canyon Creek Bridge.

This contract was awarded on April 14, 1965 with a completion date for the structure established as June 15, 1965. No definite completion date was set for the grading work. The contractor started moving equipment onto the project on April 20, 1965 and his steel supplier submitted detail sheets to Salem April 22, 1965. Before the detail sheets could be returned to the supplier, it was determined that the bridge would have to be redesigned because the footings shown on the plans would have been resting on gravel approximately two feet above the flow line of the stream bed. Information was submitted to Salem for the revised design on April 29, 1965 and revised plans were sent to the steel supplier on May 13, 1965. The steel company resubmitted the detail sheets to Salem on May 26. Following approval by the Salem Bridge Division, steel was delivered to the project on June 7, 1965. Based on the delay from the time the contractor's steel supplier submitted his original detail sheets to Salem and when he was able to make his second submission, an extension of 35 calendar days is justified.

The applicable Standard Specifications refer to errors by the State as justifiable reasons for granting extensions of time.

The structure was completed on July 20, 1965. It is our recommendation that the completion date for this project be extended to July 20, 1965. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Ivan Merchant
Mr. F. D. Morgan
Mr. L. H. Young
Mr. C. H. Maison
Mr. J. F. Putnam

DES:rw srb

FORM E-20 80M 2-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1965

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Fulton Canyon Section
Fulton Canyon-Wasco Highway
Contract 6572

Attached is a request from Rogers Construction Company on the subject contract for an extension of the specified completion date from June 15, 1965 to July 20, 1965 without the assessment of liquidated damages.

The contractor's request is based on delays in receiving Bridge Department approval of revised steel requirements for the Fulton Canyon Creek Bridge.

This contract was awarded on April 14, 1965 with a completion date for the structure established as June 15, 1965. No definite completion date was set for the grading work. The contractor started moving equipment onto the project on April 20, 1965 and his steel supplier submitted detail sheets to Salem April 22, 1965. Before the detail sheets could be returned to the supplier, it was determined that the bridge would have to be redesigned because the footings shown on the plans would have been resting on gravel approximately two feet above the flow line of the stream bed. Information was submitted to Salem for the revised design on April 29, 1965 and revised plans were sent to the steel supplier on May 13, 1965. The steel company resubmitted the detail sheets to Salem on May 26. Following approval by Salem Bridge Division, steel was delivered to the project on June 7, 1965. Based on the delay from the time the contractor's steel supplier submitted his original detail sheets to Salem and when he was able to make his second submission, an extension of 35 calendar days is justified.

The applicable Standard Specifications refer to errors by the State as justifiable reasons for granting extensions of time. The structure was completed July 20, 1965 at which time 35 penalty days amounting to $1,750.00 in liquidated damages will have been assessed, based on the penalty rate of $50 per day.

We recommend that the specified completion date for this project be extended to July 20, 1965. This will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads Area Engr. who concurs that our reasons for granting an extension are valid.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

DES:rw

Attach.

cc: Young
J. F. Putnam

RECEIVED
JUL 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FOR FILING

ER-106(1)

Memorandum

6572

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: June 28, 1965

Reply refer to: 08-35.2-DA

FROM : W. W. Parsons, Division Engineer
Salem, Oregon

BY : J. Orr
Engineering Coordinator

SUBJECT: Oregon Project ER-106(1)
Fulton Canyon Section
Oiling

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way is available for the project with no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's June 17 and June 23, 1965 reports.

Mr. Young's June 25, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Single blueline copy to Oakes & Litchfield 7-1-65

RECEIVED
JUN 30 1965
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 11 1965
FOR FILING

ER 106(1)
6572

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement for additional funds
MAY 24 1965
[illegible] Engineer
U.S. [illegible]

Project Name Fulton Canyon Section Date May 20, 1965

Highway Fulton Canyon-Wasco Contract No. 6572

County Sherman Prefix 128-1044

Contractor Rogers Construction Company F. A. Project No. ER-106(1)

Address 11760 NE Glisan St., Portland 20, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install concrete walls and rock floor in 13' x 6' box culvert at MP 1.3 on the Fulton Canyon Road.

Location by station numbers:

MP 1.3

Estimate of quantities and cost:

Materials - - - - - - - - - - - -	$ 860.00
Equipment - - - - - - - - - - - -	100.00
Labor - - - - - - - - - - - - - -	320.00
Plus 15% - - - - - - - - - - - -	192.00
Total	$1,472.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The repairs for the walls and floor of this Box Culvert were overlooked and not covered in the Contract Bid Items. The contract is primarily an equipment rental job. There are no Bid Items to cover this work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 169,555.50	
Present estimate of project cost, including $ 1,472.00 for work under this order	$ 169,555.50	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Richard S. Hawkins
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing

orig to Young 6-10-65

Office

FORM S-128

RECEIVED
MAY 19 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 19, 1965

Rogers Construction Company
11760 N. E. Glisan Street
Portland 20, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6572 awarded April 14, 1965, for grading and structures on the Fulton Canyon Section of the Fulton Canyon-Wasco Highway in Sherman County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Enclosure

RECEIVED
MAY 26 1965

STATE COPY

APPROVED
Continuation of project G-1, P... functional
Date MAY 18 1965 [signature]
... Dist. Engineer
U.S. Bureau of Public Roads

Form A-[illegible]

FLF 9(2)47

6572

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Fulton Canyon Date May 13, 1965

Highway Fulton Canyon-Wasco Contract No. 6572 F. A. Project No. ER-106(1)

County Sherman Prefix 128-1044 Account No. 210

J.A.H.

Description of Work To Be Done:

Furnish State Maintenance Rock to the Contractor for use on State contract project.

BPR Endorsement:
Approved with understanding that contract equipment rental rates be extended and funds be increased to cover the work involved.
[signature]
W.R.Grafe, Area Engr.

Location by Station Numbers:

M.P. 0.00 to M.P. 4.87

Estimate of Quantities and Costs:

To be charged to the subject contract at the State Maintenance Rock Holding price of $2.95 per cu.yd.

2,000 cu.yd. at $2.95 $5,800.00

NOTED
[illegible] KLABOE

Explanation:

This rock to be used in leveling and smoothing the Select Subgrade Material to facilitate the movement of traffic while waiting for a Crushing and Surfacing Contract.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 169,555.50
Present estimate of project cost, including $ 5,800.00 for work under this order	$ 169,555.50
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Richard S. Hawkins
Richard S. Hawkins Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or [illegible]

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approved: /s/ L. H. Young
[illegible] Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

orig to Young 5-26-65

RECEIVED
APR 21 1965

FORM E-80 0004 10-60 24570

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
April 14, 1965

SUBJECT: Reconstruction Work
Fulton Canyon Highway

To:

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon

Herewith, a letter of intent covering the property of Elsie Fulton on subject project. This letter gives us permission to enter upon the Fulton property for reconstruction of the Fulton Canyon Highway, and concludes right of way negotiations for this project.

J. F. Putnam
Division Engineer

JFP:mo
Encl.

RECEIVED
APR 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

CONSTRUCTION DIVISION
APR 15 1965
NOTED
CE ACE ACE CDE

RECEIVED
DIVISION IV BEND
APR 13 1965
☐ DE ☐ ADE ☐ ☐ ☐ DOE
Assigned
Action

Permit to Build Highway

Oregon State Highway Commission
Salem, Oregon

It is my understanding that:

(1) The State Highway proposes to let a contract for the reconstruction of the Fulton Canyon-Wasco Highway that was damaged by flooding. This reconstruction will affect a portion of property under my ownership that abuts said highway.

(2) The reconstruction will consist of improving the existing highway to a 38-foot subgrade with two traveling lanes and four foot-paved shoulders. Some modifications of grade and alignment are to be made.

(3) This letter will authorize the State of Oregon, by and through its State Highway Commission, and its officers, employees, and contractors, of said Commission, to enter immediately upon all such property of the undersigned as is needed for highway improvement and to proceed with the construction of said improvement.

It is understood and agreed that upon completion of this project, I will execute a deed conveying to the State Highway Commission a right of way, variable in width on either side of the center line of the Fulton Canyon-Wasco Highway as reconstructed. This deed will be based upon a legal description to be supplied by the Oregon State Highway Commission.

In return for the conveyance herein specified, I understand that I will be compensated at the rate of twenty five and no/100 Dollars ($ 25.00) per acre for all lands lying outside the present right of way of the Fulton Canyon-Wasco Highway. It is further understood that I will be compensated at the rate of _____ per rod for re-establishment of fencing.

State to re-establish all fencing which is disturbed by the taping.

Executed the 12th day of April 1965. Elbie Fulton (Seal)

_____ (Seal)

In presence of

Wm E Ogle

_____

RECEIVED
APR 19 1965

Form CR-121 (Rev. 1-63) (Rev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon - 97301

DATE: April 14, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6572

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-106(1)
Fulton Canyon Section
Grading and structure

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6572 to Rogers Construction Co. of Portland, Oregon, low bidder in the amount of $150,716.00 at the April 12, 1965 bid opening.

REFERRED TO
Young
Date: _____ By: _____
For: _____

Due Date: _____

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Orig to Young 4-19-65

RECEIVED
APR 15 1965
FILING
6572

FORM E-302 — 10M — 7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 13, 1965

SUBJECT: Right of Way Status
April 12, 1965
Bid Opening

To: Mr. L. H. Young
Office Engineer

OFFICE ENGINEERING

All Permits of Entry have been received to cover proposed construction plans on the:

Fulton Canyon-Wasco Highway Section: Grading and Structure

There has been no displacement of persons from residences, farms, or businesses, and we know of no reason why the contractor may not enter on date of award and proceed to full use and occupancy of the project right of way.

WALTER T. WRIGHT
Right of Way Engineer

WW
cc: Lloyd F. Shaw
G. E. Rohde
C. H. Matson

RECEIVED
APR 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E.B. KLABOE

RECEIVED
APR 9 1965
FOR FILING

ER-106(1)
6512

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
April 7, 1965

SUBJECT: Fulton Canyon Section
Fulton Canyon-Wasco Highway
Sherman County

To:

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon

Forwarded herewith are copies of permits to build highway from two of the three property owners involved in subject project. The third owner remaining to be contacted is presently returning to her home from out of state and will be contacted as soon as she arrives. The obtaining of a permit from her will complete the right of way needs on this project.

J. F. Putnam
Division Engineer

JFP:me
Encl.
cc: Richard S. Hawkins

Permit to Build Highway

Oregon State Highway Commission
Salem, Oregon

It is my understanding that:

(1) The State Highway proposes to let a contract for the reconstruction of the Fulton Canyon-Wasco Highway that was damaged by flooding. This reconstruction will affect a portion of property under my ownership that abuts said highway.

(2) The reconstruction will consist of improving the existing highway to a 38-foot subgrade with two traveling lanes and four foot-paved shoulders. Some modifications of grade and alignment are to be made.

(3) This letter will authorize the State of Oregon, by and through its State Highway Commission, and its officers, employees, and contractors, of said Commission, to enter immediately upon all such property of the undersigned as is needed for highway improvement and to proceed with the construction of said improvement.

It is understood and agreed that upon completion of this project, I will execute a deed conveying to the State Highway Commission a right of way, variable in width on either side of the center line of the Fulton Canyon-Wasco Highway as reconstructed. This deed will be based upon a legal description to be supplied by the Oregon State Highway Commission.

In return for the conveyance herein specified, I understand that I will be compensated at the rate of twenty-five Dollars ($ 25.00) per acre for all lands lying outside the present right of way of the Fulton Canyon-Wasco Highway. It is further understood that I will be compensated at the rate of four and 50/100 ($4.50) per rod for re-establishment of fencing.

This agreement is limited to a parcel of land 200 feet in width from the existing centerline of the Fulton Canyon - Wasco Highway on the easterly side and located in the SW¼ NE¼ Sec. 30 T. 2N. R16E. W.M.

Executed the 5th day of April 1965. Roland Anderson (Seal)

Marilyn J. Anderson (Seal)

In presence of

Wm P Daly Jr Right of Way Agent

_____

Permit to Build Highway

Oregon State Highway Commission
Salem, Oregon

It is my understanding that:

(1) The State Highway proposes to let a contract for the reconstruction of the Fulton Canyon-Wasco Highway that was damaged by flooding. This reconstruction will affect a portion of property under my ownership that abuts said highway.

(2) The reconstruction will consist of improving the existing highway to a 38-foot subgrade with two traveling lanes and four foot-paved shoulders. Some modifications of grade and alignment are to be made.

(3) This letter will authorize the State of Oregon, by and through its State Highway Commission, and its officers, employees, and contractors, of said Commission, to enter immediately upon all such property of the undersigned as is needed for highway improvement and to proceed with the construction of said improvement.

It is understood and agreed that upon completion of this project, I will execute a deed conveying to the State Highway Commission a right of way, variable in width on either side of the center line of the Fulton Canyon-Wasco Highway as reconstructed. This deed will be based upon a legal description to be supplied by the Oregon State Highway Commission.

In return for the conveyance herein specified, I understand that I will be compensated at the rate of Lump sum of One Hundred 00/100 Dollars ($ 100.00) ~~per acre~~ for all lands lying outside the present right of way of the Fulton Canyon-Wasco Highway. It is further understood that I will be compensated at the rate of _____ per rod for re-establishment of fencing.

The State will re-establish necessary fencing leaving stock watering area on creek in area of taking and taking adequate measures to prevent cattle from straying.

Executed the 6th day of April 1965.

James A. Miller (Seal)

Dorothea Miller (Seal)

In presence of

A. Brainerd

_____

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-106(1)

6572

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
March 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Reference is made to your letter of 2-23-65, subject: Preliminary Engineering, Oregon. Emergency Program-Flood of December, 1964.

The cost prefix set up for project ER 107(1), Sherman Highway is 20-1444.

Due to the need for emergency work on projects ER 106(1) and ER 121(1) prior to your approval date of 2-24-65 we have not set up separate cost prefixes. The charges made prior to your approval date are considered by us to be accounted to Emergency Construction Supervision.

We anticipate some relocation and P.E. charges against the Bufton Channel-Wasco Highway; therefore, a prefix for this project, ER 106(1) will be forthcoming.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. L. Decker
Ass't. Construction Engineer

BG:ra

cc: L. P. Shaw
J. E. Morelock
J. F. Putnam

RECEIVED
APR 7 - 1965
FOR FILING

ER-106(1)

6-72

March 6, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Right of Way
Status Report
Fulton Canyon Section

Dear Sir:

This project requires three parcels of right of way, of which we have two permits of entry, the third parcel will be acquired in time not to hamper the contractor's operation.

There are no persons to displace or any improvements involved furthermore any costs involved for right of way will be paid by the State of Oregon.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:jb

S-522(2) Fishlake-Drake Cr. Sec., FAS 807 (Leveling Course & Oiling) 1965

#6573

CqA 2788

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 87451

DATE	BILLING REQ. NO.	YOUR ORDER NO.
3-25-66	00 1001	

CREDIT DISTRIBUTION
519-1039-997

NOTED
H. S. COX

NOTED
P. B. Arensmeier

Right of way 6573
L 122(2)

Lake County
Courthouse
Lakeview, Oregon

Attn: County Court

RECEIVED
MAR 25 1966
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Fish Lake-Drake Creek Section, FAS 307, Covered by agreement dated October 9, 1964.			
County advance deposit		9,000.00	
Less amount previously transferred		6,000.00	3,000.00
County share construction costs		5,096.11	
Less amount previously transferred		6,000.00	
			2,096.11
To be refunded			903.89

NOTED
R. H. PRANGE

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $.....

By .....

NOTED

NOTED
DON HARWELL

RECEIVED
AUG 19 1965
FOR FILING

6573

August 18, 1965

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building
350 Sansome Street
San Francisco, California 94104

Gentlemen:

On August 11, 1965, we wrote to you concerning release of final payment on Contract No. 6573 awarded to J. C. Compton Company for oiling and leveling course on the Fish Lake-Drake Creek Section of FAS 807 in Lake County.

Final payment on this contract is $1,955.28 and the total contract amount is $39,020.92 including $166.91 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Hagan-Hamilton Insurance
McMinnville
Oregon
C. H. Maison
Attn: John Herr

RECEIVED
AUG 10 1965
FOR FILING
I-522(2)
6573

August 9, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed June 26, 1965, on Contract No. 6573. The contract was with J. C. Compton Company ~~and was~~ for leveling course and oiling on the Fish Lake-Drake Creek Section of FAS 807 in Lake County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective August 9, 1965, and that you concur in this procedure at the Commission meeting on August 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

RECEIVED
JUL 23 1965
FOR FILING

I-522(2)
6573

Salem, Oregon 97310
July 22, 1965

Fish Lake-Drake Creek Section
Contract No. 6573

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

The semi-final estimate for this project should be forwarded through channels to your office as soon as possible. The contract is only about $40,000 in size and yet it has already taken almost a month for its preparation.

Please see to it that it leaves the Resident Engineer's office in the next week.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

A

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: FINAL REPORT #13		WEEK ENDING: July 16, 1965
SECTION: Fish Lake - Drake Creek		SECTION PREFIX: 519-1039
HIGHWAY: FAS 807 Plush Cutoff		COUNTY: Lake
NAME OF JOB: Fish Lake - Drake Creek Section	KIND OF WORK: Leveling Course & Oiling	
CONTRACTOR: J. C. Compton Co.	CONTRACT NUMBER: 6573	FEDERAL AID PROJECT NUMBER: S-522(2)
DATE OF CONTRACT: April 16, 1965	DATE WORK STARTED: April 28, 1965	ESTIMATED COMPLETION DATE: June 26, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED ~~WORK DAYS~~ completion: August 1, 1965	WORK DAYS USED: - . . .
		PERCENT OF TIME ELAPSED: 79
PROJECT AUTHORIZATION: $44,837.43	ENGINEERING AUTHORIZATION: $3,188.44	
EXCLUSIVE OF ENGINEERING: $41,648.99	ENGINEERING COST TO DATE: $3,862.18	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $39,023.21	PERCENT OF AUTHORIZATION: 121 %	100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 6.3%	DATE PROJECT WAS COMPLETED: June 26, 1965	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
none	none	none	none	100	100	none	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	~~oil & Bit.~~
MILES IN PROJECT		5.15		5.15	
MILES PARTIALLY COMPLETED					
MILES COMPLETED		5.15		5.15	
TOTAL ESTIMATED QUANTITIES (CONTRACT)		7,200 cy		2,275 cy agg 284 t asph	
TOTAL QUANTITIES CORRECTED TO DATE		6,908 cy		2,208 cy agg 275 t asph	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		6,908 cy		2,208 cy agg 275 t asph	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	clear 80°		
TUESDAY	clear 80°		
WEDNESDAY	clear 85°		
THURSDAY	clear 90°		
FRIDAY	Mostly cloudy 80°		
SATURDAY			

BEN C... JRD

CONSTRUCTION DIVISION
RECEIVED
JUL 19 1965

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Office man compiling semi-final estimate data.
TUESDAY	" " " Mr. C. T. Christianson, BPR Assistant Area Engineer, made final inspection
WEDNESDAY	Semi-final data was completed
THURSDAY	Semi-final data mailed to Division Office.
FRIDAY	
SATURDAY	

REMARKS

Mr. C. T. Christianson, BPR Assistant Area Engineer, & myself made final inspection tour of project on Tuesday.

SIGNED E. J. Dunn

ADDRESS E. J. Dunn, Res. Eng'r., Box 1108, Lakeview.

cc: BPR

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 5-195

PROJECT REPORT NO. 6

FORM PR-2 (1 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

5-19-65

STATE: Oregon

COUNTY: Lake

PROJECT NO. S-522(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 4.8 Mi. S.W. Plush 7.0 Mi. S.W.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-22-65	5.150
*OTHER *(Specify)*		

PRO RATA: 63.45%

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 43,566.00	$ 27,640.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. J. Klobe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer MAY 19 1965

Oregon State Highway Department

Federal-Aid
Project No. S-522(2)

FISH LAKE-DRAKE CREEK SECTION OF THE

COUNTY ROAD FAS 807 IN LAKE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 3, 1965

Type Code 5231
Roadway (MP 9.15 to MP 14.30)(Contract No. 6573)

Watering	350 M-gals.	$ 5.00	$ 1,750.00
Preparation of Old Roadbed	5.15 miles	500.00	2,575.00
Hauling and Placing 3/4" - 0 Material in Leveling Course	7,200 cu.yds.	1.75	12,600.00
Hauling and Placing 3/4" - 0 Aggregate in Prime Coat	500 cu.yds.	3.10	1,550.00
MC-250 Asphalt in Prime Coat	100 tons	54.00	5,400.00
Hauling and Placing Aggregates	1,775 cu.yds.	3.10	5,502.50
200-300 Asphalt	116 tons	52.50	6,090.00
RS-1 Asphalt	68 tons	53.50	3,638.00
			$39,105.50
Flagging (57½% of Contractor's Cost)	All Required		$ 500.00
	Subtotal		$39,605.50
	10% Engr. & Cont.		3,960.50
	Total		$43,566.00

Length of Roadway - - - - - - - - - - - - - 5.150 miles
Cost of Roadway per mile - - - - - - - - $8,459.42

Federal Funds -	$27,640.00
State Funds -	7,963.00
County Funds -	7,963.00
	$43,566.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

RECEIVED
MAY 5 - 1965
FOR FILING

3.1 (1)
6573

May 4, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Fish Lake-Drake Creek Section of the FAS 807 Highway in Lake County, Contract No. 6573 in connection with Federal-aid Project No. S-522(2).

This is an anticipated item of the contract. It was verbally recommended for approval by the BPR Area Engineer May 3, 1965. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

MMG:mb
Enc.

cc: P. D. Morgan
R. H. Chase

RECEIVED
MAY 4 1965
FOR FILING

COMMISSIONERS
GLENN C. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. NOHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 3, 1965

6573

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6573, awarded April 16, 1965, for leveling course and oiling on the Fish Lake-Drake Creek Section of FAS 807 in Lake County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Enclosure

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 84382

FORM A-150 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
4-14-65	CC 925	

CREDIT DISTRIBUTION NOTED
H. S. COX
519-1039-997
NOTED
P. B. Aronsen
NOTED
R. H. PRANGE

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Lake County
Courthouse
Lakeview, Oregon

Attn: County Court

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of advance deposit for the High Lake-Drake Creek Section of FAS 907.			
Advance Deposit			9,000.00
Partial transfer of Advance Deposit			6,000.00
To be retained			3,000.00

NOTED
V. P. Jones

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

RECEIVED
APR 16 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

April 6, 1965

NOTED
P. B. Arensmeier

Lake County Court
Courthouse
Lakeview, Oregon

NOTED
H. S. COX

NOTED
R. H. PRANGE

Gentlemen:

On April 6, a satisfactory bid was received from J. C. Compton Company of McMinnville for constructing the Fish Lake-Drake Creek Section of FAS 807. As per the agreement between the state and county, the following advance deposit is required from the county prior to awarding of a contract.

Bid Items	$39,105.50
Flagging	750.00
12-1/2% Engineering & Contingencies	4,981.94
Estimated Total Cost	$44,837.44

County Advance Deposit:
20% of $44,837.44 = $8,967.48 or say $9,000.00

Please make this advance deposit in the amount of $9,000 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
HARWELL

Bend, Oregon
February 23, 1965

NOTED
R. M. ALLISON

P. B. Ammeter

NOTED
R. H. PRANGE

Judge C. W. Ogle
Lake County Judge
County Courthouse
Lakeview, Oregon

Dear Judge Ogle:

In October Mr. Dean Swift advised you of certain deficiencies which existed on the Fish Lake, Drake Creek Section. Subsequently, on a reinspection on February 17th, it was ascertained that these deficiencies still existed. It was found that the roadbed width was still shy in several locations and that considerable shoulder erosion and rutting of the roadbed had occurred, evidently due to the recent storm. It is necessary for us to certify to the Bureau of Public Roads that the width of the roadbed and the depth of surfacing meets specified standards before we can receive their participation.

It would be appreciated if you would see to it that these deficiencies are corrected, so that we may make this certification prior to the letting of the contract.

Very truly yours,

J. F. Putnam
Division Engineer

JFP:eh
cc: H. S. Cox

RECEIVED
FEB 24 19..
ENGINEER
..UNTY & CITY DIVISION

NOTED
V. R. JONES

RECEIVED
FEB 11 1965

MISC. CONTRACTS and
AGREEMENTS No. 2788

Salem, Oregon
February 11, 1965

FAS-C Construction Agreement
Fish Lake-Drake Creek Section
S-522(2), FAS 807
Lake County

Mr. H.S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer
County & City Div.

Attached is a partially signed copy of FAS-C Construct on Agreement with Lake County covering the Fish Lake-Drake Creek Section of FAS 807 in Lake County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and ane fully executed copy has been sent to the County Court of Lake County.

Secretary

rm
Attach: 1

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 1 Pages

Section FISH LAKE - SNAKE CREEK Highway F.A.S. 807 County LAKE Prefix

Res. Engr. Approx. Length 7.0 Miles. Sta. to Sta. Date 1-28-66

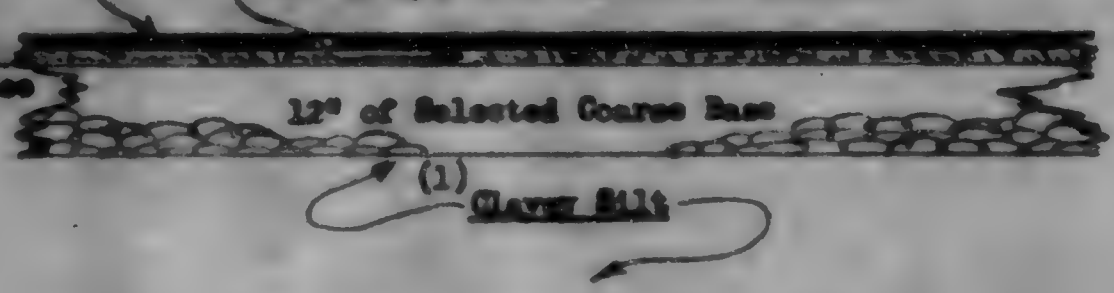
Truck A.D.T. 2 Traffic Coefficient .51 18 Kip s.a. per day 1.4

Annual Precipitation 12" Frost Penetration 30"

(1)
Typical Soil
51 LL
12 PI
94 %P 10
66 %P200
6 %Gravel
11 %C Sand
15 %F Sand
% Silt
% Clay
20 Sqr Value
(Corrected)

AASHO CLASSIFICATION:
A-7-5 (10)

MATERIAL CRITERIA:
To be determined by the Engineer.



*Place level course furnished by County in S. P. and oil.

CBR Total Resp.	Credit	Actual Thick.	
	1½	1½	C-11
	2	2	Level
	12	12	Base, Coarse
15	15½	15½	

RECEIVED
JAN 28 1966
FOR FILING

NOTED
LLOYD P. SHAW

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

Submitted by [signature] Staff Assistant

Recommended by [signature] Engineer of Materials

Recommended by [signature] Construction Engineer

Approved by [signature] Asst. State Highway Engineer

SECTION: FISH LAKE - DRAKE CREEK

HIGHWAY: F.A.S. 807

COUNTY: LAKE

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 50 (Total)

B. Future ADT 100 (Total)

C. Mean ADT 75 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 2.5 x (C) 75 = 2

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 2 x (H) 100 % = 2

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.66

= 5.1

SECTION: FISH LAKE - DRAKE CREEK

HIGHWAY: F.A.S. 807

COUNTY: LAKE

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good _____ Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - see remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not applicable
10. Stimulation of Competition: Not applicable
11. Construction Consideration: Not applicable
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: See remarks
13. Traffic Safety: Not applicable
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local sources are suitable for oil aggregate

CONCLUSION AND REMARKS:

Lake County prefers an oil mat. This project is in an isolated section of the State with no P.C.C. Pavement in the immediate vicinity.

Tentative

January 14, 1965

NOTED R. M. ALLISON NOTED H. S. COX

NOTED F. C. [illegible]

TO: Lake County Court
Courthouse
Lakeview, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310).

NOTED DON HARWELL

Highway FAS 807

Section Fish Lake-Drake Creek

NOTED R. H. PRANGE

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

_____

_____

_____

_____

_____

_____

_____ (date)

By C. W. Ogle Co. Judge

By _____ Commissioner

By _____ Commissioner

RECEIVED [illegible] CITY ENGR.

3-16

Copy to L. H. Young

RECEIVED
JAN 18 1965
FOR FILING

COMMISSIONERS
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. PALMER, CLACKAMAS

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

January 12, 1965

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

We have reviewed the plan title sheets transmitted to us by your letter dated December 31, 1964 on the following named highway projects:

Fish Lake-Drake Creek Section, FAS 807, Lake County.

Jefferson County Roads, FAS 660 and 836, Jefferson County.

Highway Projects 807 and 836 present no conflict with anadromous fish.

The titled sheet on project 660 indicates the roadway crosses Crooked River in the inundated section created by Round Butte Reservoir. Crooked River supports a run of anadromous fish, hence passage must be maintained.

We appreciate your bringing these projects to our attention.

Sincerely,

William D. Clothier
WILLIAM D. CLOTHIER, ASSISTANT
STATE FISHERIES DIRECTOR

cc: R. Koski, Oregon Game Commission

Copies to:
L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
J. F. Putnam (4)

NOTED
JOM EDWARDS

Commissioners:
Tolliant Greenough, Coquille
Chairman
Joseph W. Smith, Klamath Falls
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Wayne E. Phillips, Baker

Mailing Address:
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

January 11, 1965

CONSTRUCTION DIVISION
RECEIVED
JAN 12 1965
COE

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

Reference is made to your letter of December 31, 1964 regarding two road projects.

We have reviewed:

Fish Lake-Drake Creek Section, FAS 807, Lake County

Jefferson County Roads, FAS 660 & 836, Jefferson County

There will be no conflict with wildlife resources as a result of this construction and the plans are approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

Copies to:
L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
J. F. Putnam (4)

R. N. CHASE

MEMO TO [redacted]

Date: 12/4/64

FAS 807, LAKE COUNTY **FISH LAKE-DRAKE CREEK SECTION**

TERMINI: **From a point 4.8 miles southwest of Plush to a point 11.8 miles southwest of Plush.**

NOTED
DON HARWELL

PROPOSED WORK: **Leveling course and 0-11 oil mat wearing surface.**

NOTED
P. B. Arensmeier

PROJECT LENGTH: **7.0 miles.**

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$80,000	$48,000	$16,000	$16,000	(County)

EXISTING FACILITIES: **Road regraded and based to State Highway Dept. standards by county forces. Crushed rock surfacing has been placed to a width of 30'. Maximum grade is +6% and maximum degree of curvature is 18°.**

ADJACENT SECTIONS:

NORTH/[redacted] END: **20' bituminous surface, 4' crushed stone shoulders, S-522(1).**

SOUTH/[redacted] END: **30' crushed stone surface, 30' roadway.**

PROJECT DATA: **Construct an 0-11 oil mat wearing surface of two 10' travel lanes and 4' crushed stone shoulders. Aggregates and shoulder material will be furnished in stockpile by Lake County.**

RIGHT OF WAY: **60' minimum.**
ACCESS CONTROL: **None.**

RR XING: **None.**
MINIMUM DESIGN STANDARDS: **No exceptions.**

SYSTEM ACTION: **None required.**
PUBLIC HEARING: **None required.**

UNUSUAL OR COMPLICATED SITUATIONS: **None.**

ROUTE DATA: **See S-522(1).**

VRJ:[redacted]

NOTED
V. R JONES

9-28-64

LAKE COUNTY
PROPOSED PROJECT (1966 Funds)

FAS 807, Fish Lake-Drake Creek Section, surface and oil, 7.0 miles, $70,000.

The project requires the placing of a leveling course using 3/4"-0" crushed material provided from a county stockpile. An O-11 oil wearing surface 20' wide, with 4' shoulders, will be constructed. The county has regraded this section and is placing base material.

Approved
10-9-64

64-g
9/28/64

S-153(2) Edson Cr. Br. Widening, Sixes River Co. Rd., N.E. of Port Orford 1965

#6574

CAR 2806

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 87660

FORM A-150 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
4-11-66	CC 1030	

CREDIT DISTRIBUTION

[illegible]-10[illegible]-977

NOTED
P. B. Arensmeier

- Curry County
- Courthouse
- Gold Beach, Oregon
- Attn: County Court

NOTED
H. S. COX
Contract 6574
6-153(2)

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Elson Creek Bridge, FAS 757. Covered by agreement dated March 26, 1965.			
County advance deposit		5,100.00	
Less amount previously transferred		3,100.00	2,000.00
County share construction cost		4,508.33	
Less amount previously transferred		3,100.00	1,408.33
Refund Due County			591.67

RECEIVED
APR 15 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

ACKNOWLEDGED

RECEIVED
SEP 28 1965
FOR FILING
S-153(2)
E.14

September 27, 1965

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

On September 7, 1965, we wrote to you concerning release of final payment on Contract No. 6574 awarded to Fred Jensen for widening the Edson Creek Bridge on the Sixes River Road (FAS 267) in Curry County.

Final payment on this contract is $661.16 and the total contract amount is $22,815.99 including $777.45 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Fred Jensen
Route 2, Box 639
North Bend, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
SEP 7- 1965
FOR FILING
S-153(a)
6574

September 3, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed July 30, 1965, on Contract No. 6574. The contract was with Fred Jensen and was for bridge widening on the Tiasom Creek Bridge on FAS No. 267 in Curry County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective September 3, 1965, and that you concur in this procedure at the Commission meeting on September 28.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young
F. D. Morgan
Ivan Merchant
H. H. Maison
L. R. Chandler

bg

RECEIVED
MAY 24 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-153(2)
cc: T

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 24, 1965

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Edson Creek Bridge
Contract No. 6574
Federal Aid Project No.
S-153(2)

Work was started on the above project on May 17, 1965.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

By
ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Ass't. Bridge Engineer

CAG:jm

cc: F.A. Query
L.H. Young
C.M. Maison

TED
FLOYD QUERY

RECEIVED
MAY 18 1965
FOR FILING

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

PROJECT REPORT NO.

PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

5-7-65

STATE: Oregon

COUNTY: Curry

PROJECT NO.: S-153(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 4.5 mi. E. of Sixes

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-3-65	0.019
*OTHER *(Specify)*		

FUNDS — Pro Rata: 63.45%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 24,739.00	$ 15,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By V. B. Klabo

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer MAY 7 1965

Oregon State Highway Department

Federal Aid
Project No. S-153(2)

EDSON CREEK BRIDGE ON THE

SIXES RIVER ROAD (FAS 257) IN CURRY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1965

Type Code K021
Bridge (#9399)(Sta. 5+57 to Sta. 6+57)(Contract No. 6574)

Modify Existing Bridge	All Required		$ 600.00
Shoring, Cribbing, Etc.	All Required		2,200.00
Structural Excavation	140 cu.yds.	$10.00	1,400.00
Structural Excavation Below Elevation Shown	20 cu.yds.	40.00	800.00
Seal Concrete	15 cu.yds.	50.00	750.00
Class "A" Concrete (120 cu.yd.)	All Required		11,400.00
Metal Reinforcement (35,400 lbs.)	All Required		5,040.00
Reinstall Handrail	All Required		300.00
			$22,490.00
	10% Engr. & Cont.		2,249.00
			$24,739.00

Length of Bridge 0.019 miles

Federal Funds	$15,600.00
State Funds	4,569.50
County Funds	4,569.50
	$24,739.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

RECEIVED
APR 27 1965

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

153 (2)
6574

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

April 27, 1965

Mr. Fred Jensen
Route 2, Box 639
North Bend, Oregon

Dear Mr. Jensen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6574, awarded April 19, 1965, for bridge widening on the Edson Creek Bridge Section of the Sixes River Road - FAS 267 in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf
Enclosure

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 84403

DATE	BILLING REQ. NO.	YOUR ORDER NO.
1-20-65	CC 026	

CREDIT DISTRIBUTION

501-1047-997

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

- Curry County
- Courthouse
- Gold Beach, Oregon

Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

NOTED
DON HARWELL

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			5,100.00
Partial transfer of advance deposit for the Edson Creek Bridge Section of FAS 257. Agreement dated 3-26-65.			3,100.00
To be retained			2,000.00

NOTED
W. R. CROSS

NOTED
H. S. COX

RECEIVED
APR 20 1965
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ _____

By _____

Form A-130

OREGON STATE HIGHWAY DEPARTMENT

fas 257

Project Authorization and Record of Work Orders

NOTED
DON HARWELL

Section	Edson Creek Bridge Widening	**Contract No.**	6574 (BR)
Highway	Sixes River Road, FAS 267 fas 257	**F. A. Project No.**	S-153([illegible])
County	Curry	**Job Prefix**	508-1047
Kind of Work	Bridge Widening - Bridge No. 9399	**Date of Award**	April 19, 1965
Contractor	Fred Jensen, Rt. 2, Box 639, North Bend, Oregon	**Division Engineer**	L.R. Chandler
Specified Work Days	Completion By July 31, 1965	**Resident Engineer**	Eugene Ash

CONSTRUCTION AUTHORIZATION

Contract amount ..... $ 22,490.00

NOTED
R.H. PRANGE

Additional anticipated items:

NONE $

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ENGINEER
COUNTY & CITY DIVISION

P. B. A[illegible]

-0-

Subtotal	$ 22,490.00
Contingencies (4½%)	1,012.05
Construction Engineering (8%)	1,799.20
Subtotal	$ 25,301.25
Credit for maintenance rock	
Total original construction authorization	$ 25,301.25

Authorization increases, approved by Commission:

	$
Total present construction authorization	$

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS
						NOTED
						V.B [illegible]

State Printing

(Continued on reverse side)

NOTED
H. S. COX

George Rohde

April 6, 1965

NOTED
DON HARWELL

Curry County Court
Courthouse
Gold Beach, Oregon

NOTED
P. B. Arensmeier

257

Gentlemen:

On April 6, a satisfactory bid was received from Fred Jensen of Worth Bend for constructing the Edson Creek Bridge Section of FAS 257. As per the agreement between the state and county, the following advance deposit is required from the county prior to awarding of a contract:

Bid Items	$22,490.00
12-1/2% Engineering & Contingencies	2,811.25
Estimated Total Cost	$25,301.25

County Advance Deposit:
20% of $25,301.25 = $5,060.25 or say $5,100.00

Please make this advance deposit in the amount of $5,100 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb

NOTED
W. R. JONES

RECEIVED
APR 9 - 1965
FOR FILING
3-15-65 (2)
6574

MISC. CONTRACTS and
AGREEMENTS No. 2806

Salem, Oregon
March 29, 1965

Mr. H.S. Cox
County & City Engineer
Building

Attention: Mr. D.N. Harwell
Office Engineer
County & City Div.

Construction-Finance Agreement
Edson Creek Bridge
Sixes River Road
FAS 257, Project #s-153(2)
Curry County

Attached is a partially signed copy of a construction-finance agreement with Curry County covering Edson Creek Bridge on Sixes River Road, FAS 257.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Curry County.

Secretary

rm
Attach: 1

3-8-65

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Subject: Federal Aid Project No. S-153(2)

Highway No. FAS 257

Project Name Edson Creek Bridge

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. ~~We hereby certify that all displaced persons have been tendered all assistance possible and given adequate notice of termination of occupancy or eviction~~

Dated at Gold Beach, Oregon, this 8th day of March, 1965.

Curry County Court

Felix Campbell
Judge

Ryan H Wilson
Commissioner

H E Turner
Commissioner

RECEIVED
MAR - 9 ...
ENGINEER
...TY & CITY DIVIS...

*NOTE: Certify either paragraph 2 or 3.

65-4(11)

February 19, 1965

NOTED
R. H. PRANGE

TO: Curry County Court
Courthouse
Gold Beach, Oregon

NOTED
R. M. ALLISON

NOTED
H. S. COX

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Second copy is for your files.

NOTED
DON HARWELL

Highway FAS 257 (Sixes River Road)

Section Edson Creek Bridge

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

February 25, 1965
(date)

By Hee Campbell

By Ryce H Wilson
Commissioner

By W. E. Simms
Commissioner

RECEIVED
MAR - 1 19..
ENGINEER
COUNTY & CITY DIVI...

Copy to Young 3-1-65

F. S. Approved

R. W. CHASE

MEMO TO [redacted]

Date: Feb. 3, 1965

FAS 257, CURRY COUNTY EDSON CREEK BRIDGE

NOTED
R. M. ALLISON

DON HARWELL

TERMINI: Bridge over Edson Creek 4.5 miles east of Sixes.

PROPOSED WORK: Widen existing R.C.D.G. bridge.

NOTED
R. H. FRANCE

PROJECT LENGTH: 0.019 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$24,000	$14,400	$4,800	$4,800	(County)

EXISTING FACILITIES: R.C.D.G. bridge 100' long and 14' wide built by Forest Service. Bridge alignment has 15° curve and grades less than +1%. Adjacent alignment and grades are suitable for the mountainous terrain at the site.

ADJACENT SECTIONS:

NORTH/[redacted] END: 24' asphaltic concrete, 4' shoulders.

SOUTH/[redacted] END: 32' crushed stone surface.

PROJECT DATA: Widen the existing narrow (14') R.C.D.G. bridge to 28'. The county will construct connections to existing road. Widening to be done on the downstream side.

RIGHT OF WAY: 60' minimum.
ACCESS CONTROL: None.

NOTED
H. S. COX

RR XING: None.
MINIMUM DESIGN STANDARDS: No exceptions.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: See S-153(1).

NOTED
V. R. JONES

VRJ:mm

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 1 Pages

RECEIVED FOR FILING FEB 1 - 1965

Section EDSON CREEK BRIDGE Highway F.A.S. 257 County CURRY Proj. No.

Res. Engr. _____ Approx. Length _____ Miles. Sta. _____ to Sta. _____ Date 1-20-65

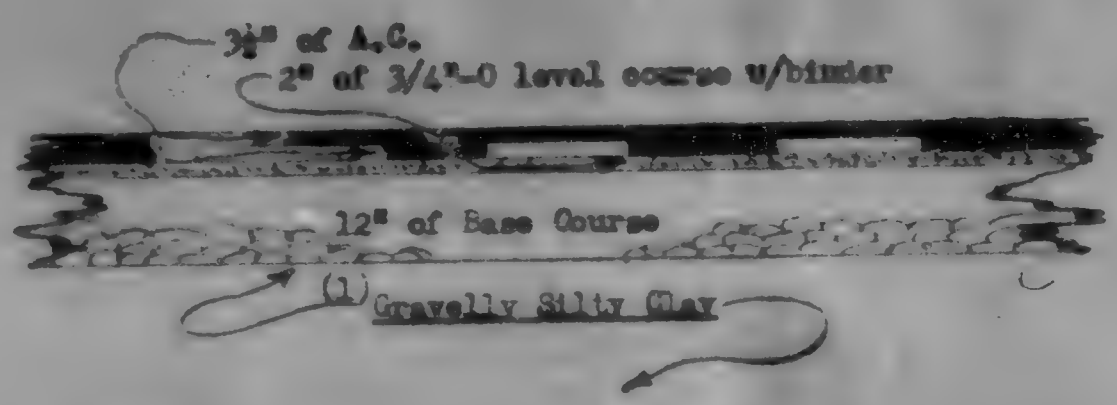
Truck A.D.T. 52 Traffic Coefficient 7.5 . 18 kip s.a. per day 36.7 .

Annual Precipitation 70"± Frost Penetration _____ .

(1)
Typical Soil
37 LL
13 PI
77 %P 10
59 %P200
24 %Gravel
6 % Sand
12 % Sand
32 %Silt
27 %Clay
26 "R" Value (Corrected)

AASHO CLASSIFICATION:
A-6 (7)

MATERIAL SOURCES:
To be determined by the Engineer.



Note:
State participation is for the structure. Curry County will construct approaches. Project Base design provided to assume ample subgrade width.

CBE Total Req.	Credit	Actual Thick.	
	7	3½	A.C.
	2	2	Level Base Course
	12	12	
21	21	17½	

NOTED
LLOYD P. SHAW

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

Submitted by for E.O. Hagge, Staff Assistant

Recommended by O. Mahuta, Engineer of Materials

Recommended by A.E. Peckes, Asst. Construction Engineer

Approved by Chas. H. Swick, Asst. State Highway Engineer

SECTION: EDSON CREEK BRIDGE

HIGHWAY: F.A.S. 257

COUNTY: CURRY

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 330 (Total)

B. Future ADT 500 (Total)

C. Mean ADT 415 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 25 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$= 12½% x (C) 4.5 = 52

H. % Trucks in Design Lane 100%

I. Trucks in Design Lane (G) 52 x (H) 100% = 52

TRAFFIC COEFFICIENT = $K (I)^{0.119}$
where K = 4.669

= 7.5

SECTION: EDSON CREEK BRIDGE

HIGHWAY: F.A.S. 257

COUNTY: CURRY

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C., Oil, or Gravel
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not applicable
10. Stimulation of Competition: See remarks
11. Construction Consideration: Not applicable
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: See remarks
13. Traffic Safety: Not applicable
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Available material is adaptable to A.C.

CONCLUSION AND REMARKS:

Curry County prefers an A.C. Wearing Surface. This is in an isolated part of the State with no P.C.C. Pavement in the immediate area.

file

NOTED
H. S. COX

Salem, Oregon
October 6, 1964

257

FAS 287: Edson Creek Bridge
FAS 878: Lobster Creek Bridge
Curry County

Mr. J. E. Morelock
Locating Engineer
O F F I C E

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
R. M. ALLISON

Herewith are two sheets of prints of the Edson Creek Bridge as constructed by the Forest Service in 1953 and which it is proposed to widen under a proposed county FAS project. Also included is the original tracing of the vicinity map of the revised location of the Lobster Creek Bridge which has been prepared by Curry County.

V. R. Jones, Planning Engineer
County and City Division

VRJ:mm
Att.

cc: Mr. Ivan Merchant

NOTED
V. R. JONES

9-23-64

CURRY COUNTY
PROPOSED PROJECT (1965 Funds)

FAS 257, Sixes River Road: Edson Creek Bridge, $30,000.

It is proposed to widen the existing R.C.D.G. bridge which was built by the Forest Service in 1953. The present structure is 100' long and 14' wide and it is to be widened to 28'. The County will construct the road connections. A detour will not be required.

64-g
9/23/64

Approved
10-9-64

103-1113	Lake Rd. Interch. Sec., Cascade Hwy. near Clackamas (Grad.,	1965
#6575	Pav., Struct. & Sign.)	

Col. R 2317

RECEIVED
DEC 22 1965
FOR FILING
103-1113
65 15

December 21, 1965

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6575 awarded to Hannan Bros. Company for grading, paving, structure, and signing on the Lake Road Interchange Section of the Cascade Highway in Clackamas County was completed on October 12, 1965, and accepted by the Highway Commission on December 17, 1965.

Final payment in the amount of $21,569.59 will be released to the contractor after December 28, 1965. The total contract amount is $407,755.94 including $5,261.88 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Hannan Bros. Company
8410 S.E. Otty Road
Portland, Oregon

L H. Young
C. H Maison
Attn: John Herr

RECEIVED
DEC 20 1965
FOR FILING
103-1113
65 15

December 17, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed October 12, 1965, on Contract No. 6575. The contract was with Hannan Bros. Co. and was for grading, paving, structure and signing on the Lane Road Interchange Section of the Cascade Highway in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 17, 1965, and that you concur in this procedure at the Commission meeting on January 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maisen
L. W. Rulien

bg

RECEIVED
JAN 13 1966
FOR FILING

-103-1113

6575

December 15, 1965

Hannan Bros. Company
8410 S.E. City Road
Portland, Oregon

#13

Gentlemen:

The State Highway Commission at its meeting on December 14 considered your request for an extension of the specified completion date from October 1 to October 12, 1965, to complete Contract No. 6575 for grading, paving, structure, and signing on the Lake Road Interchange Section of the Cascade Highway in Clackamas County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lm

cc L. W. Rallen
Lowell Johnston
F. D. Morgan
L. H. Young
C. H. Maleen

FORM E-90 80M 3-65 SP 6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1965

SUBJECT:

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

Extension of Time
Lake Road Interchange Section
Cascade Highway
Contract No. 6575

Attached is a request from Hannan Bros. Co., contractor on the subject contract for an extension of the specified completion date from October 1 to October 12, 1965 without the assessment of liquidated damages.

The contractor's request is based on delays which occurred in the delivery of pre-stressed girders for the subject project.

It is true that the project would probably have been completed within the original time limit except for delays in receiving the aforementioned pre-stressed beams. However, the specifications covering manufacture of these beams are clear and were known at the time of bidding and further the difficulty experienced by the contractor in fabricating these beams was entirely beyond our control and subject to his control. Consequently his reasons for requesting an extension of time are not valid.

The project was completed October 12, 1965 at which time $1,100.00 in liquidated damages had been assessed based on the penalty rate of $100.00 per day.

We recommend that the contractor's request be denied. Our Bridge Division has reviewed this request and concurs in denial. This is a state project and does not require Bureau of Public Roads concurrence.

NOTED
F. B. KLABOE

A rough draft of a letter to the Highway Commission is attached.

RECEIVED
DEC 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By John A. Bond 1777

John A. Bond
Staff Assistant

DES:nh

RECEIVED
DEC 9 - 1965
FOR FILING

103-1112
6575

December 8, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 13
December 14, 1965 Meeting

Gentlemen:

Hamman Bros. Co., contractor on the Lake Road Interchange Section of the Cascade Highway in Clackamas County, Contract No. 6275, requests an extension of the specified completion date from October 1 to October 12, 1965.

The request is based on delays which occurred in the delivery of prestressed girders for the project. While it is true that the project would presently have been completed within the original time allowed, except for the delays in receiving the girders, the specifications covering requirements for these girders were in existence at the time of bidding. The difficulties experienced by the contractor were entirely subject to his own control. His reasons for requesting an extension are not valid.

I recommend that the contractor's request be denied. Liquidated damages in the amount of $1,100 have been assessed against this project. The project was completed October 12, 1965.

This matter will be on the agenda for your consideration at the December 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. W. Rulien

DES:nh bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6575 Contractor Hannan Bros. Co.

Highway Cascade

Section Lake Road Interchange

Kind of Work Grading, Paving, Structure and Signing

It is recommended that such extension be granted as requested under the following terms and conditions:

Recommend request be denied.

Recommended for Approval:

[redacted]

Division Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	6575
Project designation	State (State—Federal)
Date awarded	April 21, 1965
Work started	April 14, 1965
Per cent completed	100% October 12, 1965 (Date)
Specified completion date	October 1, 1965
Previously extended to	-
Extension requested to	None ~~October 12, 1965~~

Form E-320—3M—7-55

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date November 3, 1965

Gentlemen:

We, the undersigned, respectfully request an extension of 11 days time, from October 2, 1965, to October 12, 1965, within which to complete our Contract No. 6575, described as follows:

Lake Road Interchange, Cascade Highway

The above request is based upon the following reasons:

See letters attached from Hannan Bros. Co., Ross Island Sand & Gravel Company and Oregon Portland Cement Company.

Respectfully submitted,

HANNAN BROS. CO.
Contractor

By Henry Hannan

CONSENT OF SURETY

Date November 5, 1965, 19

We, GENERAL INSURANCE COMPANY OF AMERICA

....., as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA

By L. W. Neff
Attorney-in-fact

(SEAL)

MANSFIELD & CO.,

By
Resident Agent

State Printing 87499

AREA CODE 503
777-1401

HANNAN BROS. CO.
8410 S. E. OTTY ROAD
P. O. Box 6755
PORTLAND 66, OREGON

November 3, 1965

Lowell Johnston, Resident Engineer
Oregon State Highway Department
9200 S.E. McLoughlin Blvd.
Portland, Oregon

Re: Lake Road Interchange
Cascade Highway
Contract 6575

Dear Sir:

As you know, Ross Island Sand & Gravel Company was a little more than a month late in delivering the pre-stressed girders for the referenced project.

The completion date for this project, as well as others, does not allow the contractor sufficient time to cope with situations of this nature particularly when there are manufactured items involved that we have no control over.

We have discussed this with Ross Island Sand & Gravel Company and Oregon Portland Cement Company who have written the accompanying letters which are self-explanatory.

We, therefore, submit the foregoing and accompanying letters as a request for an extension of time of eleven days for the subject project.

Very truly yours,

HANNAN BROS. CO.

Henry Hannan

Henry Hannah
Partner

HH/r
Encls.

MEMBER
PRESTRESSED CONCRETE INSTITUTE

QUALITY ROSS ISLAND READY MIX DURABLE WORKABLE CONCRETE

ROSS ISLAND SAND AND GRAVEL CO.

FIVE PLANTS IN THE PORTLAND AREA

4129 S. E. McLOUGHLIN BLVD., PORTLAND 2, OREGON (503) 236-2177

November 1, 1965

Hannan Bros. Co.
8410 S.E. Otty Road
Portland, Oregon

Re: Lake Road Interchange

Gentlemen:

Delays occasioned on subject project due to delivery of pre-stressed concrete girders were directly attributable to failures to meet specified release strengths.

During the period of manufacture of these beams, the cement used varied in quality as shown by the accompanying letter from the Oregon Portland Cement Co. This variation, all above required minimums, changed our production from one beam per working day on the first twenty-four beams to one beam per four working days on the last eight beams.

The Oregon State Highway Department limits the amount and specifies the type of cement to be used, precluding the addition of more than eight and one-half sacks or the use of Type III, even when these delays are upsetting all schedules.

Correction of these delays was beyond our control. Should the Oregon State Highway Department see fit to change their specifications and allow the use of Type III cement (which is permitted in most other States) and eliminate the eight and one-half sack maximum cement content, then these delays could be avoided in the future.

We in no way wish to discourage the use of 6000 p.s.i. release strength or limit the length of the prestressed beams, but we do feel a more realistic approach to counteracting these problems is necessary.

Very truly yours,

ROSS ISLAND SAND & GRAVEL CO.

W. H. Galloway

W. H. Galloway
Vice-President, Sales

WHG/rg
enc.

OREGON PORTLAND CEMENT COMPANY

INCORPORATED 1915

111 S.E. MADISON

PORTLAND, OREGON
97214

November 1, 1965

Ross Island Sand and Gravel Company
4129 S. E. McLoughlin Boulevard
Portland, Oregon 97202

Attention: Mr. W. H. Galloway

Re: Lake Road Interchange
Contract #6575
April 21 to October 1, 1965

Gentlemen:

In accordance with your verbal request for a summary of our plant tests on Type I Super Strength cement delivered to your prestressed plant during the interval of July 20 to August 17, we submit the following information:

Date		1 Day	3 Day
7-20		2405	4767
7-21		2168	4008
7-23		2692	4667
7-26		2063	4025
7-27		2785	4733
7-30		2720	4433
8- 2		2468	4517
8- 2		2702	4350
8- 6		2743	4742
8- 6		2687	4508
8-11		2782	4900
8-12		2467	4475
8-12	(Sample)	2655	4525
8-17		2662	4367
Spec		1700	3000

As you know, the State of Oregon does not have in its specifications a Type III cement for prestressed work. The specification, however, for Hi Early cement is 1700 psi, 1 day; 3000 psi, 3 day.

We thank you for your inquiry and hope this information will be of value to you.

Very truly yours,

OREGON PORTLAND CEMENT COMPANY

K. T. Shipley, Vice President
Department of Sales

KTS/dlc

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Lake Road Interchange		WEEK ENDING: November 19, 1965
		SECTION PREFIX: 103-1113
HIGHWAY: Cascade		COUNTY: Clackamas
NAME OF JOB: Lake Road Interchange	KIND OF WORK: Grading, Paving, Structure, Signs	
CONTRACTOR: Hannan Bros.	CONTRACT NUMBER: 6575	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 21, 1965	DATE WORK STARTED: April 14, 1965	ESTIMATED COMPLETION DATE: Oct. 12, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS 160	WORK DAYS USED / CALENDAR DAYS USED 174
	SPECIFIED COMPLETION DATE: Oct. 1, 1965	PERCENT OF TIME ELAPSED: 109
PROJECT AUTHORIZATION: $ 487,394.55	ENGINEERING AUTHORIZATION: $ 34,659.17	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 452,735.38	ENGINEERING COST TO DATE: $ 41,127.89	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: -
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 411,378.68		DATE PROJECT WAS COMPLETED: Oct. 12, 1965
ESTIMATED PERCENT: OVERRUN / UNDERRUN 9 %	PERCENT OF AUTHORIZATION 119 %	

NOTED
F. B. KLABOE

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.16	1.16			1.16
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	1.16	1.16			1.16
TOTAL ESTIMATED QUANTITIES (CONTRACT)	97,000	37,000			5,700
TOTAL QUANTITIES CORRECTED TO DATE	70,300	33,500			5,329
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	70,300	33,500			5,329
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9386	9432						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	Wet'ld			
TUESDAY	Clearing			
WEDNESDAY	Wet'ld, Fair			
THURSDAY	Windy			
FRIDAY	Cloudy			
SATURDAY				

BEN [illegible]RD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
Nov. 15 MONDAY	
Nov. 16 TUESDAY	The Semi-final estimate submitted to Division Office on this date.
NOV. 17 WEDNESDAY	Crew is mulching slopes.
Nov. 18 THURSDAY	Crew is mulching slopes.
FRIDAY No. 19	Crew is mulching slopes.
SATURDAY	

REMARKS

This will be the last weekly report on this project.

Copies to: Construction Engineer
Bridge Department
Division Engineer
Resident Bridge Engineer - Mr. Mueller
Resident Engineer

SIGNED Lowell A. Johnston LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAY 4 - 1965

FOR [illegible] Commissioners

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD OLSEN, SECRETARY
SALEM

10-1113
6575

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 3, 1965

Hannan Bros. Company
8410 S. E. Otty Road
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6575, awarded April 21, 1965, for grading, paving, structure and signing on the Lake Road Interchange Section of the Cascade Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Enclosure

RECEIVED
MAY 20 1965
103-1113
6575

MISC. CONTRACTS and
AGREEMENTS No. 2317

Salem, Oregon
April 26, 1965

Agenda Item 4-k

Supplemental Throughway Agreement
SPR Overcrossing-Oregon City SEction
Lake Road Interchange Unit
Cascade Highway
Clackamas County

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. D. N. Harwell
Office Engineer
County & City Div.

Attached is a conformed copy of a supplemental throughway agreement with Clackamas County concerning the Southern Pacific Railroad Overcrossing-Oregon City Section (Lake Road Interchange Unit) of Cascade Highway in Clackamas County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Clackamas County.

Secretary

rm
Attach: 1

RECEIVED
APR 12 1965
FOR FILING

April 9, 1965

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the April 20 Commission meeting will be a supplemental thruway agreement with the Clackamas County Board of Commissioners pertaining to the Southern Pacific Railroad Overcrossing-Oregon City Section (Lake Road Interchange Unit) of the Cascade Highway No. 160 in Clackamas County.

This agreement provides for construction of the interchange by the State and additional road closures within this area.

The original agreement was approved by the Commission on December 15, 1960, and covered the additional details of construction on this project.

Upon completion of project, the State will assume maintenance, jurisdiction, and control of the interchange, structure, et cetera.

Estimated cost of construction of this project is $490,000 and will be State construction.

Your approval is recommended and your authority requested for the Secretary's signature for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
F. D. Morgan
L. H. Young
C. H. Maison
L. W. Rulien

DNH:eb bg

RECEIVED
APR 9 - 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1965

To: F. D. Morgan
Construction Engineer
Building

SUBJECT: State of Oregon vs.
Jacob Vaetz, et al L-4767, R-37405
Henry J. Bisio L-4768, R-37412
Anton Roskoski, Jr., et al L-4772, R-37413
Lake Road-Oregon City Section
Cascade Highway

NOTED
R. L PORTER

Complaints were filed in subject cases in order to certify to the Bureau of Public Roads by their deadline that the right of way was clear for advertising the contract on this job. The language of the complaints with respect to access on subject cases complies with the right of way map which forms the basis for all negotiated options and complaints.

Information now indicates that these access provisions are good only until such time as the Clackamas Highway is relocated and constructed on its new alignment. Then Lake Road in the vicinity of Highway Engineer's Center Line Station 195+00 on the Clackamas Highway will be closed off or dead ended. This affects Files 37412 and 37413. The remainder of file 37405 north of the relocated Clackamas Highway is not to be landlocked but is to be serviced by a frontage road of some sort with a connection to the Clackamas Highway.

This may be future construction, but our present cases require that we be immediately informed so the owners know just what the future access provisions are to be. May we please have from you just as soon as possible complete details for accessing subject files in order to protect filings we have made to acquire the right of way for the Lake Road Interchange project. We must know now exactly what the future access provisions are to be in order to amend our complaints, if necessary,

G. E. Rohde
Chief Counsel

GER-ALR:al

cc: R. L. Porter
L. P. Shaw
L. H. Young
W. T. Wright

RECEIVED
APR 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages

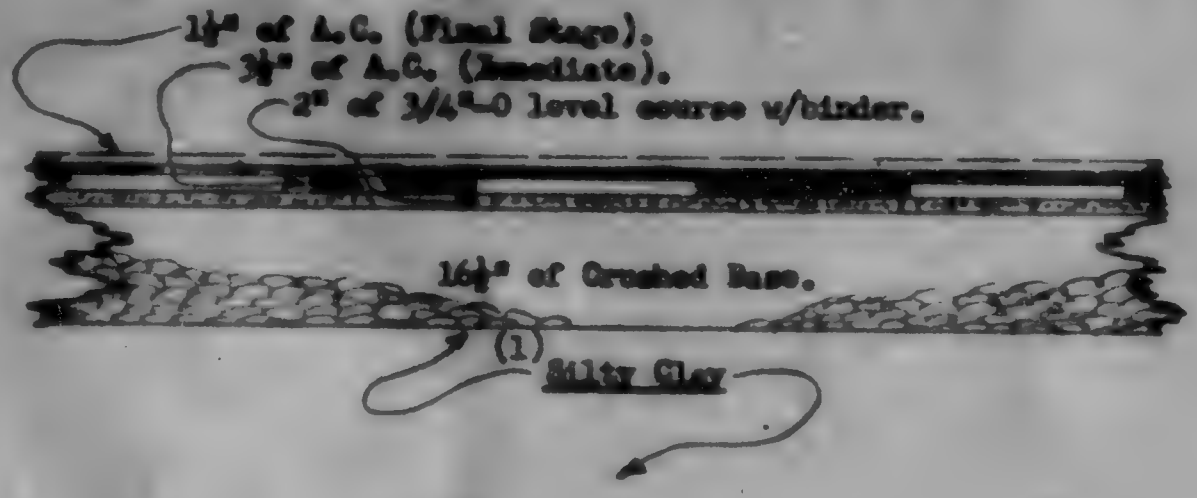
Section LAKE ROAD INTERCHANGE Highway CASCADE (FA 41) County CLACKAMAS Proj. No. 123-1(7)3

Res. Engr. M. L. HOSFIELD Approx. Length 0.61 Miles. Sta. 462+50 to Sta. 495+00 Date 1-7-66

Truck A.D.T. 405 Traffic Coefficient 9.5 18 kip e.a. per day 284.0.

Annual Precipitation 44" Frost Penetration ---------.

(1)
Typical Soil
29 LL
8 PI
100 %P 10
84 %P200
0 %Gravel
1 % Sand
15 % Sand
52 %Silt
32 %Clay
18 "K" Value (Corrected)



CBR Total Req.	Actual Thick.	Actual Thick.	
	3	1½	AC (Final)
	7	3½	AC (Inter.)
	2	2	Level
	16½	16½	Cr. Base
28½	28½	23½	

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

NOTED
C. V. D. P. SHAW

Submitted by [signature] Staff Assistant

Recommended by [signature] Engineer of Materials

Recommended by [signature] Construction Engineer

Approved by [signature] Asst. State Highway Engineer

RECEIVED
JAN 11 1966
FOR FILING

SECTION: LAKE ROAD INTERCHANGE

HIGHWAY: CASCADE (FA 41)

COUNTY: CLACKAMAS

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Estimated Present ADT 3600 (Total)

B. Estimated Future ADT 7200 (Total)

C. Mean ADT 5400 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 15 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 7.5 x (C) 5400 = 405

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 405 x (H) 100 % = 405

TRAFFIC COEFFICIENT = K $(I)^{0.119}$
where K = 4.669

= 9.5

SECTION: LAKE ROAD INTERCHANGE

HIGHWAY: CASCADE (FA 41)

COUNTY: CLACKAMAS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - see remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A. C.
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not applicable
10. Stimulation of Competition: See remarks
11. Construction Consideration: Not a consideration
12. Municipal Preference, Participating Local Government Preference; and Recognition of Local Industry: Not a consideration
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to A.C. Construction.

CONCLUSION AND REMARKS:

This project consists of construction of an Interchange. Ramps will vary in height to a maximum of 20'±. Minor subsidence is anticipated and A. C. is more desirable for easy restoration.

RECEIVED
JAN 7 - 1965
FOR FILING

Cross Referenced To:
Adm.
Petitions
Clackamas Co.

January 6, 1965

Ms. Bernice M. Scott
Scotty's Market
2936 Washington
Milwaukie, Oregon

Dear Ms. Scott:

Reference is made to your December 11 letter with an attached petition protesting the location of a freeway in the Milwaukie area.

I believe the matter refers to the proposed relocation of Lake Road from McLoughlin Boulevard easterly to the Cascade Highway.

Your petition will be made a part of the Highway Commission's official record on the subject and will have the attention of the Commission at the time route selections are considered.

I wish to clarify, however, that the proposal is not a freeway but an expressway type of construction. This means that some public streets would be connected to the proposed facility at grade.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. Victor D. Wolfe

REFERRED TO
Jarrett Cooper
BY SECRETARY

December 11,1964

NOTED
R.L PORTER

City Council
Milwaukie,Oregon

and

State Highway Department
Salem,Oregon

Gentlemen:

A petition has been delivered to Mayor Bernard to be sent to the State Highway Department signed by approximately 114 people who oppose the present route of the freeway through the Milwaukie residential area.

My partner, T.G.Willoughby and myself own a small grocery store at the corner of 30th and Washington and this freeway will cause us to lose at least half of our customers from the houses that will be destroyed. We depend entirely for our livelihood on this store and if the freeway goes through it would be impossible for us to survive in business. Further,we would be unable to sell and realize anything from our investment. Also,so many chain stores are being allowed to build that it is hard to exist as it is.

I agree whole-heartedly with Mr. Frick and his statement contained in a recent issue of the Milwaukie Review. The meeting to protest was called at a most inconvenient time when most of the people were at work or away for the Thanksgiving holiday, so naturally there was only a minority representation. Many people are still not aware of this proposed route,as I have found out from talking to customers in the store.

We certainly think more serious consideration should be given to the proposed route. Also,if Harrison and Monroe Streets are to be bi-sected it will cut the down town Milwaukie business area off from the residential section. If there is an overpass at Oak Street it will cut us off from practically everything. It seems to most of us that a more feasible route could be proposed with all the vacant land there is around this vicinity. We agree there should be a new highway but we oppose the present proposed route.

We would appreciate your further consideration.

Sincerely

OREGON
DEC 21 1964
RECEIVED

Scotty's Market

Bernice M Scott

T. G. Willoughby

2936 Washington
Phone 654-8179

STATE HIGHWAY DEPARTMENT
SALEM, OREGON

We, the following people who will be affected by the route of the freeway from McLaughlin Boulevard to 82nd Street, would like to say that we protest the present suggested route through Oak Street, and along Washington Street, and suggest it be put by the railroad tracks where it was originally routed.

Name	address
V. J. Bliley	3156 Oak St.
Wm. W. VanAntwerp	3066 Oak St
H. Nordstrom	1616 - 35th St
Harold L Gilbertson	3608 Sellwood St
Charles T. Gillem	3016 Oak St.
Minnie A. Gillem	3016 Oak St.
Wanda Brahaw	1405 - 32 St
Muriel Birch	3536 Kister St
Lajos Gaal	1555 - 35 St.
Marcelle Gagl	1555 35th St
William H. Poole	3506 Washington St.
Bradley Joanne Poole	3506 Wash. St.
Raymond T. Lafontaine	3618 Sellwood.
Mrs R. L. Lafontaine	3618 Sellwood.
Geo H Bickell	1655 - 35 24th St
Mrs L. E. Randolph	11415 - S.E. 37th Ave.
Lloyd E. Randolph	11415 - SE. 37th Ave

RECEIVED
AUG 6 1964

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

103-1113

6.2

Salem, Oregon
August 4, 1964

To: MEMO TO THE FILE

SUBJECT:

L

For years, Lake Road in Clackamas County has carried a load of traffic that is beyond its normal capacity. The survey, which is nearing completion, will provide data on which to design the relocation of Lake Road from approximately Mount Scott Creek to an intersection with McLoughlin Boulevard, near the southerly edge of the Milwaukie industrial park. In general, the location would parallel the Southern Pacific main line track from approximately the southerly edge of Omark Development to Harrison Street.

In the cross section the new facility will be four 12-foot traffic lanes, separated by a 16-foot median, and with ten-foot shoulders on either side.

In the event that Interstate 205 is located in a position which intersects Lake Road, the anticipated 1983 traffic volume on relocated Lake Road will be approximately 18,000. Location of Interstate 205 in some other area will roughly reduce this traffic volume by one-half. Connections are anticipated with principal arterial streets, Harrison and Monroe, or some alternate, with a grade separation at Harmony Road.

It is expected that a grade separation with the Oswego branch of the Southern Pacific railroad will be required and that ultimately, an interchange with S. E. McLoughlin Boulevard will be constructed.

As of this date, the survey for this proposal is not complete. The Highway Commission has not acted to establish this as a construction project; public hearings have not been offered nor requested; and minor design features, which the City requested we investigate, have not been wholly decided upon.

NOTED
FORREST COOPER

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper

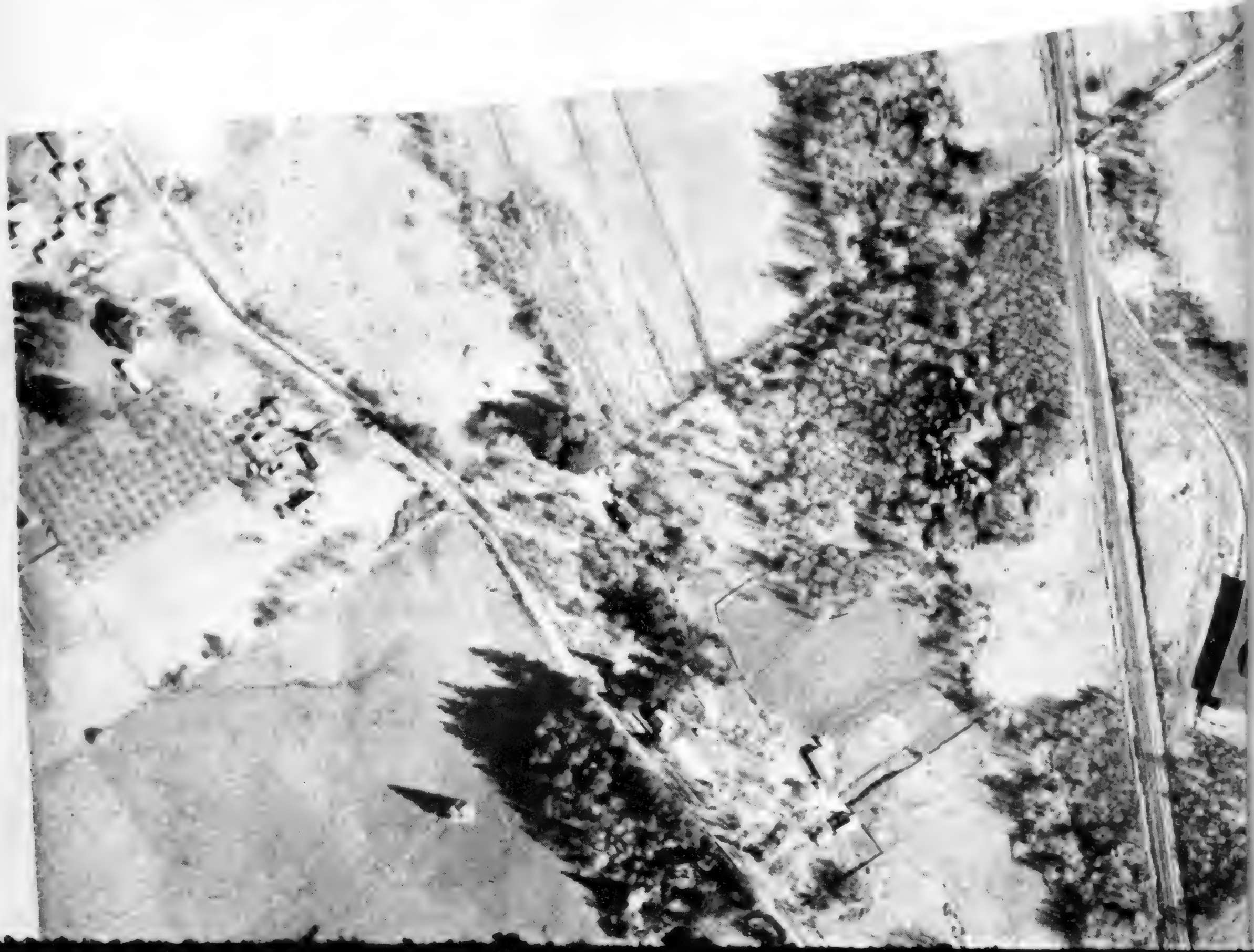
S.E. Mc Laughlin

MONTGOMERY
SUNSET BLVD

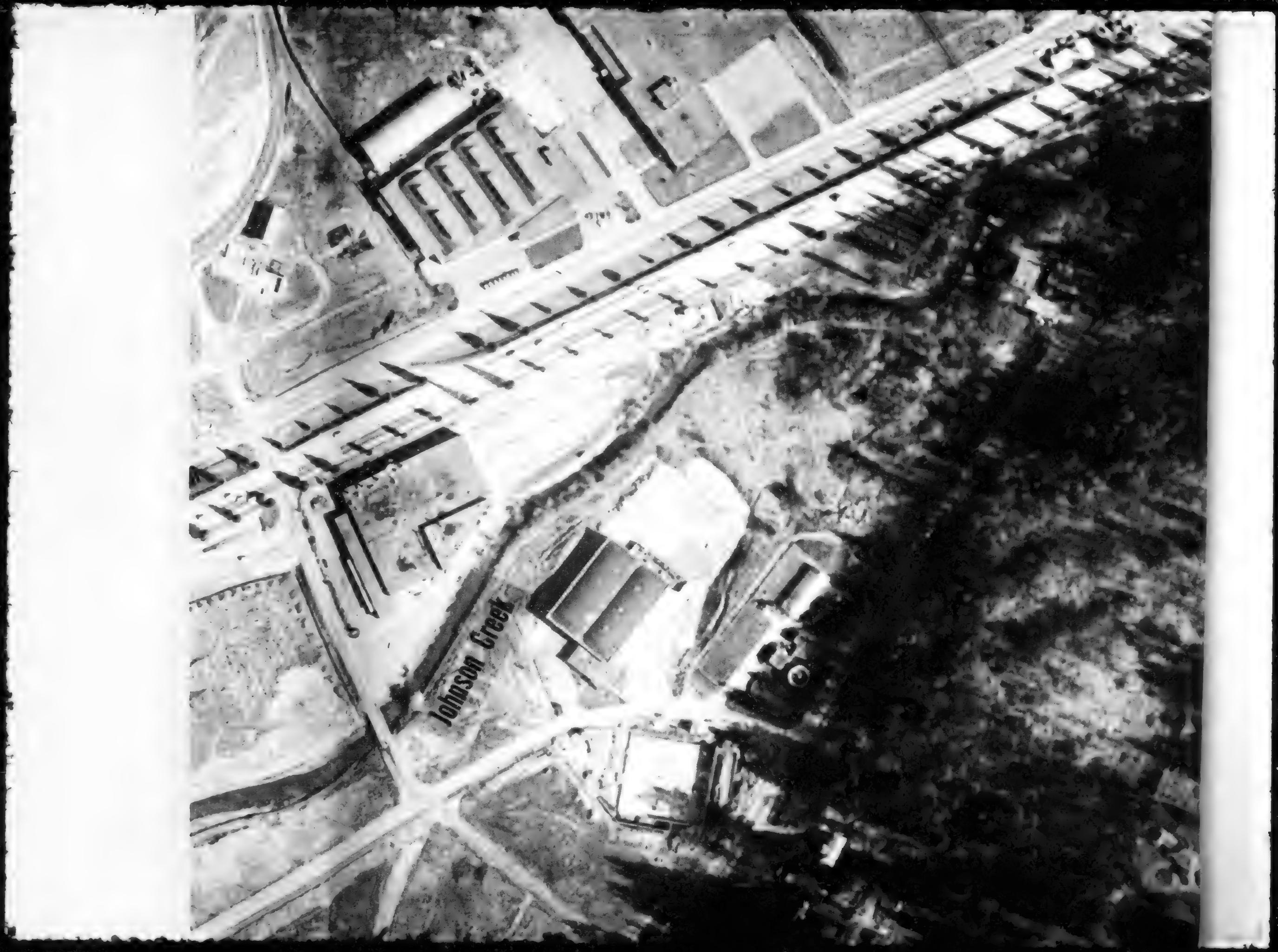
Wauwatosa Ave

POORWILL
HORNED LARK

67 - M

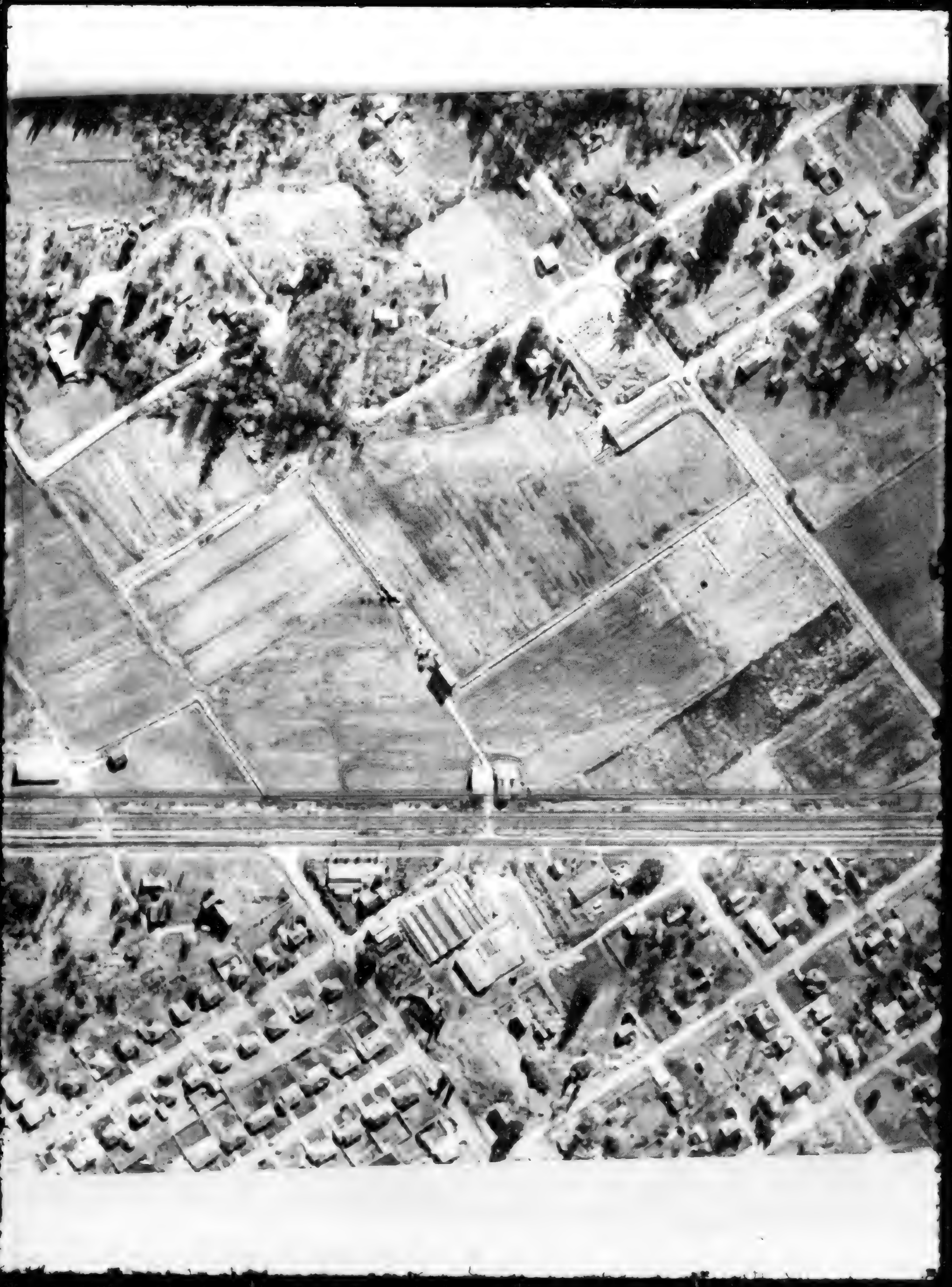


Milwaukie Cemetery


Johnson Creek

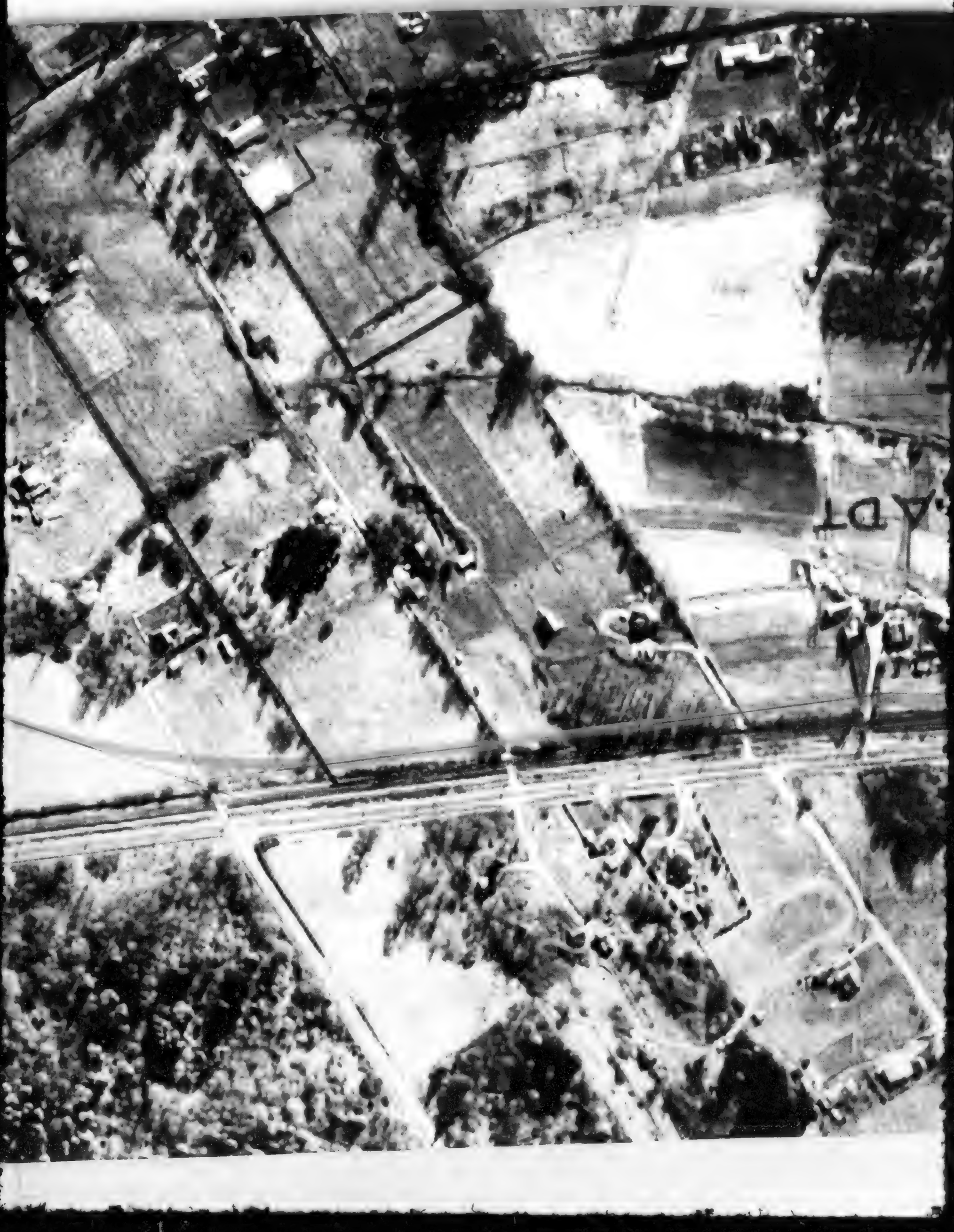
ARCTIC R. R.
1000
1000

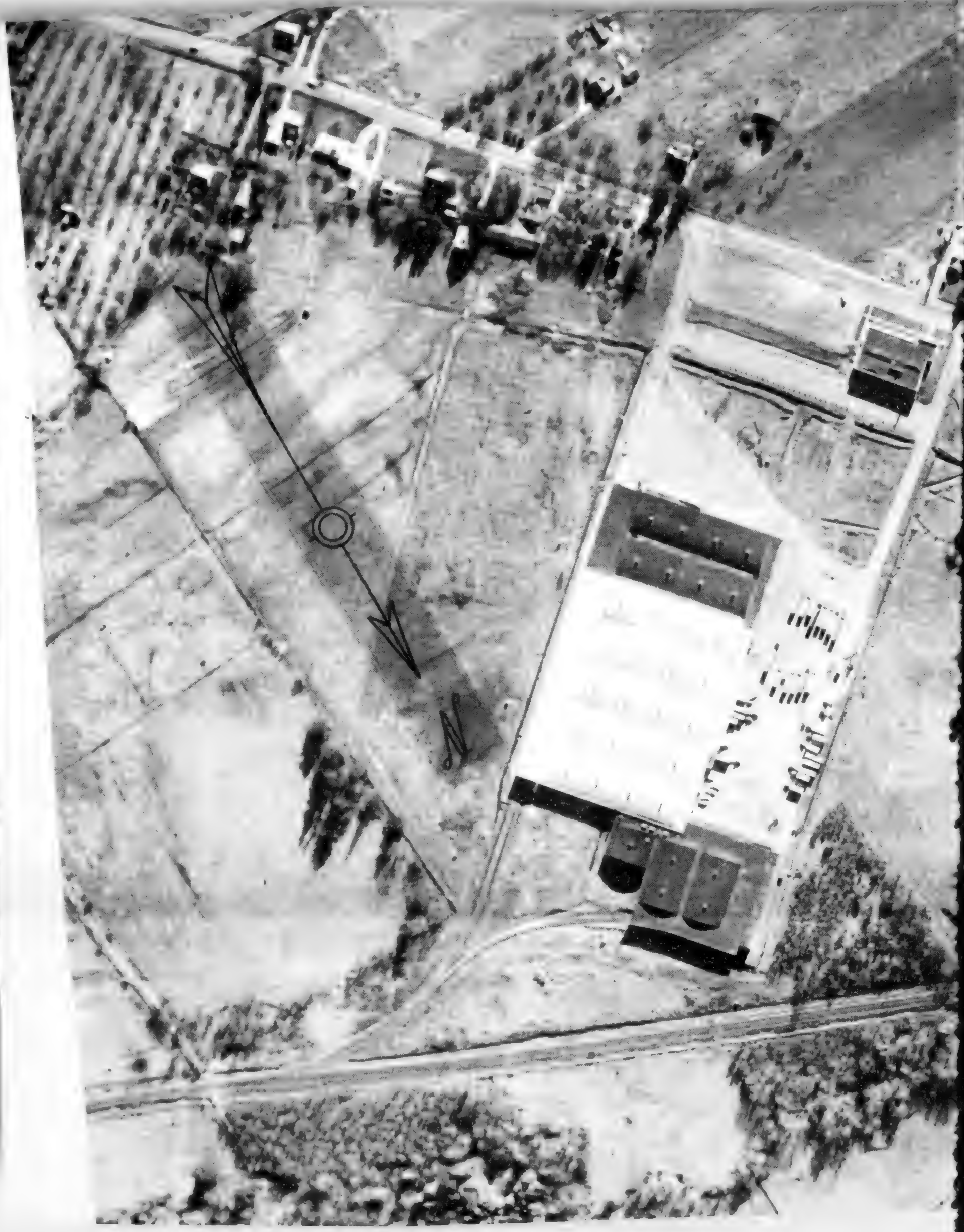
HONROE ST



Southern Pac

8,000 A.
OMARK
DEVELOPMENT





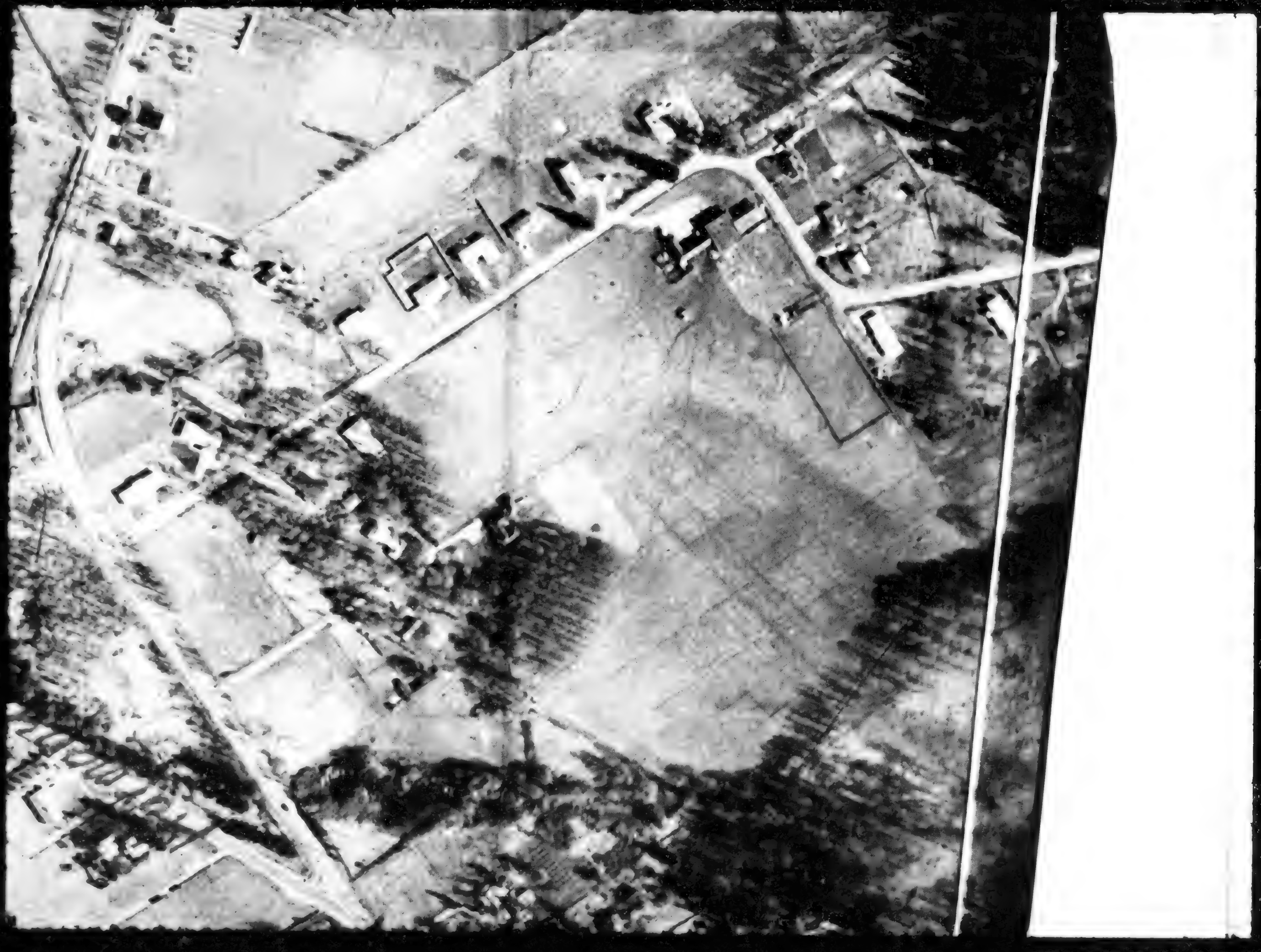
M - 29

Pacific Highway East

Washington St

Lake Road

OMARK
DEVELOPMENT



OREGON STATE HIGHWAY DEPARTMENT
MILWAUKIE - HARMONY
Uncontrolled Mosaic Photo Symbol - POD
Photography, March 1960
Approx. Scale 1" = 200'

OREGON STATE HIGHWAY DEPARTMENT
MILWAUKIE - HARMONY
Uncontrolled Mosaic Photo Symbol - POD
Photography, March, 1960
Approx. Scale 1" = 200'
M - 29

RECEIVED
FEB 3 - 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1964

To: Mr. Forrest Cooper
State Highway Engineer
O F F I C E

SUBJECT: Milwaukie-Lake Road Section
Clackamas Highway No. 171
Clackamas County
AND
City of Milwaukie

Attached for your information are copies of letters from the Clackamas County Board of Commissioners and the City of Milwaukie agreeing to accept jurisdiction over the existing Milwaukie-Lake Road Section of the Clackamas Highway in the event the proposed new route between 82nd Street and Milwaukie is constructed.

Purl B. Arensmeier
Purl B. Arensmeier
Mapping & Records Engineer
County & City Division

PBA:mm
Att.

cc: R. L. Porter
L. P. Shaw
V. D. Wolfe
A. E. Johnson

NOTED
R. L. PORTER

RECEIVED
JAN 31 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FOUNDED 1848

OL 4-9593
TELEPHONE OL 4-1404

CITY OF MILWAUKIE

OFFICE OF
CITY MANAGER

CITY HALL — 926 MAIN STREET
MILWAUKIE, OREGON

January 24, 1964

NOTED
H. S. COX

State of Oregon
Highway Department
Salem, Oregon 97310

Attention: Mr. H. S. Cox, County and City Engineer

Gentlemen:

This is to acknowledge receipt of your letter of January 20, 1964 concerning the tentative plans to relocate and ultimately construct the Milwaukie - Lake Road Section of the Clackamas Highway in the City of Milwaukie and Clackamas County.

You asked that the City of Milwaukie assume the jurisdiction, maintenance, and control of the existing alignment within the city. The City Council has unanimously agreed to do this, and the Mayor has signed the approval on the attached exhibit.

Very truly yours,

CITY OF MILWAUKIE

Max C. Thompson

Max C. Thompson
City Manager

Att.

RECEIVED
JAN 27 1964
ENGINEER
COUNTY & CITY DIVISION

DARRELL JONES, Chairman
S. C. ELY, Commissioner
FRED STEFANI, Commissioner

COUNTY OF CLACKAMAS

Board of Commissioners

COUNTY COURT HOUSE — OREGON CITY, OREGON

...ELL Phone OLive 6-2641

...OTED
P. B. Abernethy

January 22, 1964

RECEIVED
JAN 27 1964
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. Cox
County and City Engineer
State Highway Department
Salem 10, Oregon

Dear Sir:

Replying to your letter of January 20, 1964 relative to proposed new highway between 82nd Street and Milwaukie, we are returning herewith approved route as requested.

We have already signified our willingness to accept that portion of Lake Road outside of the city limits of Milwaukie into the County road system in the event this new route is constructed and still remain agreeable to this proposition.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Chairman

Commissioner

Commissioner

SCE/ls
Enc.

MILWAUKIE
N
MULTNOMAH COUNTY
CLACKAMAS COUNTY
Willamette River
Oswego
Beverly Heights
Knight
Hanson
Pacific Highway East
Harrison
Johnson
Portland
Milwaukie
Wells Airport
Franklin Lane
Maple St.
Willow St.
Harrison St.
Jefferson St.
Franklin St.
Park St.
Monroe St.
Adams St.
Lake Road
Creek
T.1 S.
T.2 S.
R.1 E.
R.2 E.
25
30
35
36
31
MILWAUKIE-LAKE ROAD
- Legend -
Tentative Relocation
Present Clackamas Highway
Pacific Highway East
APPROVED 19
BOARD OF COMMISSIONERS OF COUNTY
BY
COMMISSIONER
COMMISSIONER
COMMISSIONER

I-5-6(41) East Marquam Interch. Unit, 1965
301 East Bank Fwy. Sec., Pacific
#6576 Hwy. in Portland Folder # 5

6576

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 30, 1976

TO: G. L. Green, Division Engineer
Federal Highway Administration
Attention: Mr. Charles Mathias
Division Right of Way Officer

FROM: J. B. Boyd, Right of Way Engineer
Oregon State Highway Division

SUBJECT: Portland Traction Company Deed
R-28365 L-5467
Project No. I-5-6(14)301

We appreciate your review of this document; the omissions which you brought to my attention have been corrected.

The preamble referred to in the second paragraph contains language similar to the East Fremont judgment. Impairment is defined by Webster in part: damage; deterioration; injury - a prudent man must protect himself against these although interference would be accepted.

In regard to your question as to part F, I have been assured by Mr. Jack Sollis that the easement is valid until utilized by the construction of the bridges, after that time if the bridges were removed then the easement is terminated. With this assurance, I believe you had no further objections to this document.

JBB:lb;jk;mkk

NOTED
R. L. SCHROEDER

RECEIVED
APR 5 1976
Office of
Assistant State Highway Engineer

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Highway Division
File 28365, L-5467

EASEMENT DEED

PORTLAND TRACTION COMPANY, AN OREGON CORPORATION, hereinafter referred to as "Railroad", does hereby grant unto the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter referred to as "State", a perpetual easement for the construction, operation, inspection, maintenance and reconstruction of elevated highway structures and supporting bents and other necessary and related facilities, as long as there is no impairment with Railroad's operations, over, upon and across the following described parcels of real property:

PARCEL 1

A parcel of land lying in Block 2, STEPHEN'S ADDITION TO EAST PORTLAND in the City of Portland, situated in Section 3, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon; the said parcel being that portion of said Block 2 lying Southwesterly of a line which is parallel to and 34 feet Northeasterly of the center line of the connection between the Westbound lane of the relocated Mt. Hood Highway and the Northbound lane of the relocated Pacific Highway, which connection center line is referred to as the "BD_4" and "BD" center line, and lying Northeasterly of a line which is parallel to and 34 feet Southwesterly of the center line of the Southbound lane of the relocated Pacific Highway which Southbound lane center line is referred to as the "C" center line.

The "BD" center line herein referred to is described as follows:

Beginning at Engineer's center line Station "BD_4" 440+98.94, said Station being 1472.07 feet North and 1695.39 feet West of the intersection of the center line of Southeast Grand Avenue with the center line of Southeast Harrison Street; thence on a 916.73 foot radius curve left (the long chord of which bears South 16° 35' 55" East) 162.71 feet; thence South 21° 41' East, 34. 13 feet; thence on a spiral curve left (the long chord of which bears South 24° 31' East) 200 feet; thence on a 674.07 foot radius curve left (the long chord of which bears South 44° 21' East) 200 feet; thence South 47° 11' East, 19.93 feet; thence on a spiral curve right (the long chord of which bears South 46° 46' East) 100 feet; thence on a 2291.83 foot radius curve right (the long chord of which bears South 45° 20' 30" East) 47.33 feet; thence on a spiral curve right (the long chord of which bears South 43° 55' East) 100 feet to Engineer's Station "BD_4" 450+58.87 Ahead; thence South 43° 30' East, 373.70 feet; thence on a spiral curve left (the long chord of which bears South 44° 30' East) 200 feet; thence on a 1909.86 foot radius curve left (the long chord of which bears South 49° 16½ 30" East) 185 feet; thence on a spiral curve left (the long chord of which bears South 54° 03' East) 200 feet to Engineer's center line Station "BD" 460+17.57, said "BD_4" center line crosses the North and South lines of said Block 2 approximately at "BD_4" center line Stations 445+50 and 448+40, respectively.

The "C" center line herein referred to is described as follows:

Beginning at Engineer's center line Station "C" 443+09.07, said Station being 1242.61 feet North and 1718.91 feet West of the intersection of the center line of Southeast Grand Avenue with the center line of Southeast Harrison Street; thence on a spiral curve left (the long chord of which bears South 27° 30' 17" East) 196.67 feet; thence South 29° 28' 17" East, 0.38 feet; thence on a spiral curve right (the long chord of which bears South 26° 38' 17" East) 200 feet; thence on a 674.07 foot radius curve right (the long chord of which bears South 10° 44' 21.5" West) 746.13 feet to Engineer's center line Station "C" 454+52.25, said "C" center line crosses the North and South lines of said Block 2 approximately at "C" center line Stations 445+15 and 447+40, respectively.

EXCEPT therefrom the following described tract:

Beginning at the intersection of the Southerly line of said Block 2 and a line which is parallel to and 34 feet Easterly of the center line of the Northbound lane of the relocated Pacific Highway, which center line is referred to as the "D" line; thence Northerly, parallel to said center line, 75 feet, more or less, to a line which is parallel to and 38 feet Westerly of the center line of the connection between the Southbound lane of the relocated Pacific Highway, and the Eastbound lane of the relocated Mt. Hood Highway which center line is referred to as the "CA" and "CA_2" lines; thence Southeasterly parallel to the last mentioned center line to the South line of said Block 2; thence West along said South line to the point of beginning.

The "D" center line herein referred to is described as follows:

Beginning at Engineer's Station "D" 444+96.69, said Station being 1091.10 feet North and 1587.52 feet West of the intersection of the center line of Southeast Grand Avenue with the center line of Southeast Harrison Street; thence on a spiral curve right (the long chord of which bears South 18° 33' 49" East) 200 feet; thence on a 954.93 foot radius curve right (the long chord of which bears South 7° 24' 45" East) 238.37 feet to Engineer's Station "D" 449+35.06.

The "CA" and "CA_2" center lines herein referred to are described as follows:

Beginning at Engineer's center line Station "CA" 437+86.17, said Station being 1753.39 feet North and 1793.93 feet West of the intersection of the center line of Southeast Grand Avenue and the center line of Southeast Harrison Street; thence on a 1061.03 foot radius curve left (the long chord of which bears South 16° East) 648.15 feet; thence on a spiral curve left (the long chord of which bears South 40° 10' East) 370.37 feet to Engineer's Station "CA" 448+04.69 Back equals "CA_2" 448+04.69 Ahead; thence South 43° 30' East, 444.39 feet; thence on a spiral curve left (the long chord of which bears South 44° 30' East) 200 feet; thence on a 1909.86 foot radius curve left (the long chord of which bears South 49° 16' 30" East) 185 feet; thence on a spiral curve left (the long chord of which bears South 54° 03' East) 200 feet; thence South 55° 03' East, 200.82 feet to Station "CA_2" 460+34.90; said center line crosses the Westerly line of said property approximately at Station "CA_2" 449+45.

The bearings used herein are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 1.0 acre.

PARCEL 2

A parcel of land lying in the SE¼ of Section 3, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon, and being a portion of that property described in that certain deed to Portland Traction Company, recorded in Book 1095, Pages 357 to 361 inclusive of Multnomah County Record of Deeds; the said parcel being that portion of said property included in a strip of land 68 feet in width, 34 feet on each side of the center line of the connection between the Northbound lane of the relocated Pacific Highway and 8th Avenue, which connection center line is described as follows:

Beginning at Engineer's center line Station "T" 437+14, said Station being 274.99 feet South and 142.93 feet West of the intersection of the center line of Southeast Grand Avenue with the center line of Southeast Harrison Street; thence North 52° 51' 22" West, 692.53 feet; thence on a spiral curve left (the long chord of which bears North 55° 51' 59.5" West) 212.5 feet; thence on a 674.07 foot radius curve left (the long chord of which bears North 62° 59' 03.5" West) 25.81 feet to Equation Station "T" 446+44.84 equals "A" 446+44.84; thence on a 674.07 foot radius curve left (the long chord of which bears South 87° 57' West) 658.09 feet to Station "A" 453+02.93, said center line crosses the Northeasterly and West lines of said property approximately at Station "T" 445+10 and Station "A" 450+10, respectively.

The bearings used herein are based upon the Oregon Co-ordinate System, North Zone.

The parcel of and to which this description applies contains 0.7 acre, more or less.

PARCEL 3

A parcel of land lying in the SE¼ of Section 3, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon, and being a portion of that property described in that certain deed to Portland Traction Company, recorded in Book 1095, Pages 357 to 361 inclusive of Multnomah County Record of Deeds; the said parcel being that portion of said property lying South of S. E. Market Street, lying Northerly of Parcel No. 2, lying Southwesterly of a line which is parallel to and 34 feet Northeasterly of the center line of the connection between the Westbound lane of the relocated Mt. Hood Highway and the Northbound lane of the relocated Pacific Highway, which connection center line is referred to as the "BD_4" and "BD" center line and here-to-fore described in Parcel No. 1, and lying Northeasterly of a line which is parallel to and 38 feet Southwesterly of the center line of the connection between the Southbound lane of the relocated Pacific Highway and the Eastbound lane of the relocated Mt. Hood Highway, which connection center line is referred to as the "CA" and "CA_2" and described as follows:

Beginning at Engineer's center line Station "CA" 437+86.17, said Station being 1753.39 feet North and 1793.93 feet West of intersection of the center line of Southeast Grand Avenue and the center line of Southeast Harrison Street; thence on a 1061.03 foot radius curve left (the long chord of which bears South 16° East) 648.15 feet; thence on a spiral curve left (the long chord of which bears South 40° 10' East) 370.37 feet to Engineer's Station "CA" 448+04.69 Back equals "CA_2" 448+04.69 Ahead; thence South 43° 30' East, 444.39 feet; thence on a spiral curve left (the long chord of which bears South 44° 30' East) 200 feet; thence on a 1909.86 foot radius curve left (the long chord of which bears South 49° 16' 30" East) 185 feet; thence on a spiral curve left (the long chord of which bears South 54° 03' East) 200 feet; thence South 55° 03' East, 200.82 feet to Station "CA_2" 460+34.90; said center line crosses the Westerly line of said property approximately at Station "CA_2" 449+45.

The bearings used herein are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 1.46 acres.

SUBJECT TO THE FOLLOWING:

1. Railroad, its successors and assigns, shall not construct within the above described easement area any building which is not of fire resistive construction. Railroad, its successors and assigns, shall notify State of the intent to build, the location of the building, and shall furnish State a copy of the building plans; PROVIDED, HOWEVER, the engine house, the Pacific and Atlantic Shippers building, and the Pioneer Carloading building, the latter two as reconstructed pursuant to an agreement between Railroad and the State in order to conform said buildings to the construction of the highway structures, may remain in place as they encroach into the easement area.

2. In conducting its operations within the above described easement area, Railroad, its successors and assigns, shall not:

   a. Construct any buildings or structures above ground within five (5) feet of the supporting piers of said highway structures which have been constructed prior to the date of this deed, which said piers as shown in solid black on Drawing No. 13U11 dated December 23, 1975 attached hereto, marked Exhibit A, and by this reference incorporated herein, as follows:

Pier #	Engineer Station
C 15	C 446+35.50 center line
D 15	D 446+27.50 center line

b. Construct any buildings or structures within the hatched foundation areas as listed in paragraph 3. e. After construction the provision of 2. a. shall apply.

c. Interfere with any of the piers, decks, lights or drainage facilities of the highway facilities, which are in place or may be hereafter constructed on the easement areas pursuant to the provisions of this deed.

d. Manufacture or store on the ground or in buildings any highly flammable, volatile, or explosive substances.

e. Allow unreasonable objectionable smoke, fumes, vapor or odors to rise from the premises above the grade line of the highway.

f. Have any rights of access of any nature to or from the roadways of the highway structures constructed on said easement area.

g. Build any buildings or structures above a plane which is eight feet below the underside of highway structures constructed on or above the easement areas.

3. In utilizing the above described easement, State agrees that:

a. State shall not use or permit others to use premises for any use other than the uses set forth in this deed. Without limiting this provision, State agrees:

(1) State shall not use or permit others to use premises, or any part thereof, for Railroad purposes; provided, however, this provision shall not prohibit the use of State's bridge structure for a rapid-transit system that is within the design capabilities of said structure and does not interfere with Railroad's operation.

(2) State shall not allow any gas, oil or gasoline pipe lines to be constructed or installed over or across premises or any part thereof.

(3) State may install additional electrical power or communication lines, incidental to its use of premises for highway purposes, provided that said lines are constructed in accordance with specifications and in a manner that will not adversely affect the hereinafter installed communication or signal lines of Railroad or its licensees. Prior to constructing or installing such electrical or communication line, State shall submit pland and specifications to Railroad for approval.

(4) Construction or reconstruction of elevated highway structures and supporting bents and other necessary and related facilities shall be subject to the terms, provisions, conditions and restrictions set forth in Sections 2 through 11 of the Standard Form Railroad-Highway Construction Agreement attached hereto marked Exhibit B and by this reference incorporated herein.

b. State in exercising it right under the easement herein granted shall not destroy or interfere with the property or rights of third parties, in, upon, or relating to premises, and State shall be responsible for such damages, if any to said third parties.

c. Railroad shall have the right to use or to grant to others the right to use premises for any and all purposes not inconsistent with the rights of State in premises including, but not limited to the right to construct, reconstruct, maintain, operate, repair, alter, renew and replace existing and additional wire lines, pipe lines, tracks, facilities and appurtenances, located or to be located either wholly or partially on premises in such manner, however, as not to damage the highway structure or facilities located or to be located on premises.

d. Railroad may attach signal, or power lines and facilities to State's bridge structure located over premises, subject, however, to State's policy on utility installation and approval by State of detailed plans to be submitted by Railroad.

e. The State shall have the right to construct piers for additional bridge ramps only at the locations indicated by a place dot shading Exhibit A as follows:

Pier #	Engineer Station
CA & BD 3 Lt.	CA 446+37.50 27' Lt.
CA & BD 3 Rt.	CA 446+37.50 24' Rt.
CA & BD 4 Lt.	CA 448+34 42.5' Lt.
BD 5 Lt.	BD 449+69 33' Lt.
BD 5 Rt.	BD 449+69 22 Rt.
CA & BD 6 Lt.	CA 450+77.72 55' Lt.
CA & BD 6 Ctr.	CA 450+77.72 22' Lt.
CA & BD 6 Rt.	CA 450+77.72 15' Rt.
CA & BD 7 Lt.	CA 451+97.72 57.5' Lt.
CA & BD 7 Ctr.	CA 451+97.72 11' Lt.
CA & BD 7 Rt.	CA 451+97.72 15.5' Rt.
CA & BD 8 Lt.	CA 453+17.72 60' Lt.
CA & BD 8 Ctr.	CA 453+17.72 15.5' Lt.
CA & BD 8 Rt.	CA 453+17.72 13' Rt.
CA & BD 9 Lt.	BD 454+24.25 13' Lt.
CA & BD 9 Ctr.	BD 454+24.25 22' Rt.

Pier # (Cont.)	Engineer Station (Cont.)
CA & BD 9 Rt.	BD 454+24.25 47' Rt.
BD 10 Ctr.	BD 455+52 19' Rt.
BD 10 Rt.	BD 455+52 54' Rt.
A & B 3 Lt.	A & B 449+60 23.75' Lt.
A & B 3 Rt.	A & B 449+60 27.75' Rt.
A & B 4 Lt.	A & B 447+98 22.5' Lt.
A & B 4 Rt.	A & B 447+98 22.5' Rt.
A & B 5 Lt.	A & B 446+68 23.75' Lt.
A & B 5 Rt.	A & B 446+68 27.75' Rt.
A & B 6 Lt.	A & B 445+49.20 23.75' Lt.
A & B 6 Rt.	A & B 445+49.20 28.50' Rt.
A & B 7 Rt.	A & B 444+18.50 26.0' Rt.

Together with 28 supporting footings for such piers as shown hatched black on Exhibit A. In the event the design for any such additional bridge ramps required piers or other highway facilities or appurtanances to be constructed at locations other than those herein specified, easements for such other or additional piers areas or locations shall be secured by the State from the Railroad by agreement or by condemnation if no agreement is reached.

f. If any any time the easement herein granted, or any part thereof shall permanently cease to be used for the purposes for which the easement is being granted, then the easement, or parts thereof, shall cease and terminate.

4. State shall take the easement herein granted subject to the following interests of others, to wit: Easement for light, power and distribution system to Portland General Electric Company, recorded September 23, 1930, in book 96, Page 1, Deed Records.

Easement and right of way to Portland General Electric Company recorded November 12, 1953, in Book 1631, Page 15, Deed Records.

Rights to spur tracks in place on premises, of other persons, recorded or not of record.

Subject to conditions contained in deed, to Southern Pacific Company, recorded in Book 1165, Page 149, December 28, 1928, Deed Records.

The above described easement is granted in lieu of condemnation. The true actual consideration for the grant is One Hundred Fifty Three Thousand Ninety Three and No/100 DOLLARS ($153,093.00), plus simple interest at 6% from February 24, 1966, on which date the State first took possession of the above described easement areas.

IN WITNESS WHEREOF, Portland Traction Company has executed this instrument by and through its proper officers thereunto duly authorized this _____ day of _____, 1976.

PORTLAND TRACTION COMPANY

by _____
President

ATTEST:

_____
Secretary

STATE OF

County of _____

On this _____ day of _____ 1976, before me personally appeared _____ _____, to me known to be the _____ President of PORTLAND TRACTION COMPANY, the corporation that executed the within and foregoing instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument, and that the seal affixed is the corporate seal of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

_____
Notary Public for

My Commission expires _____

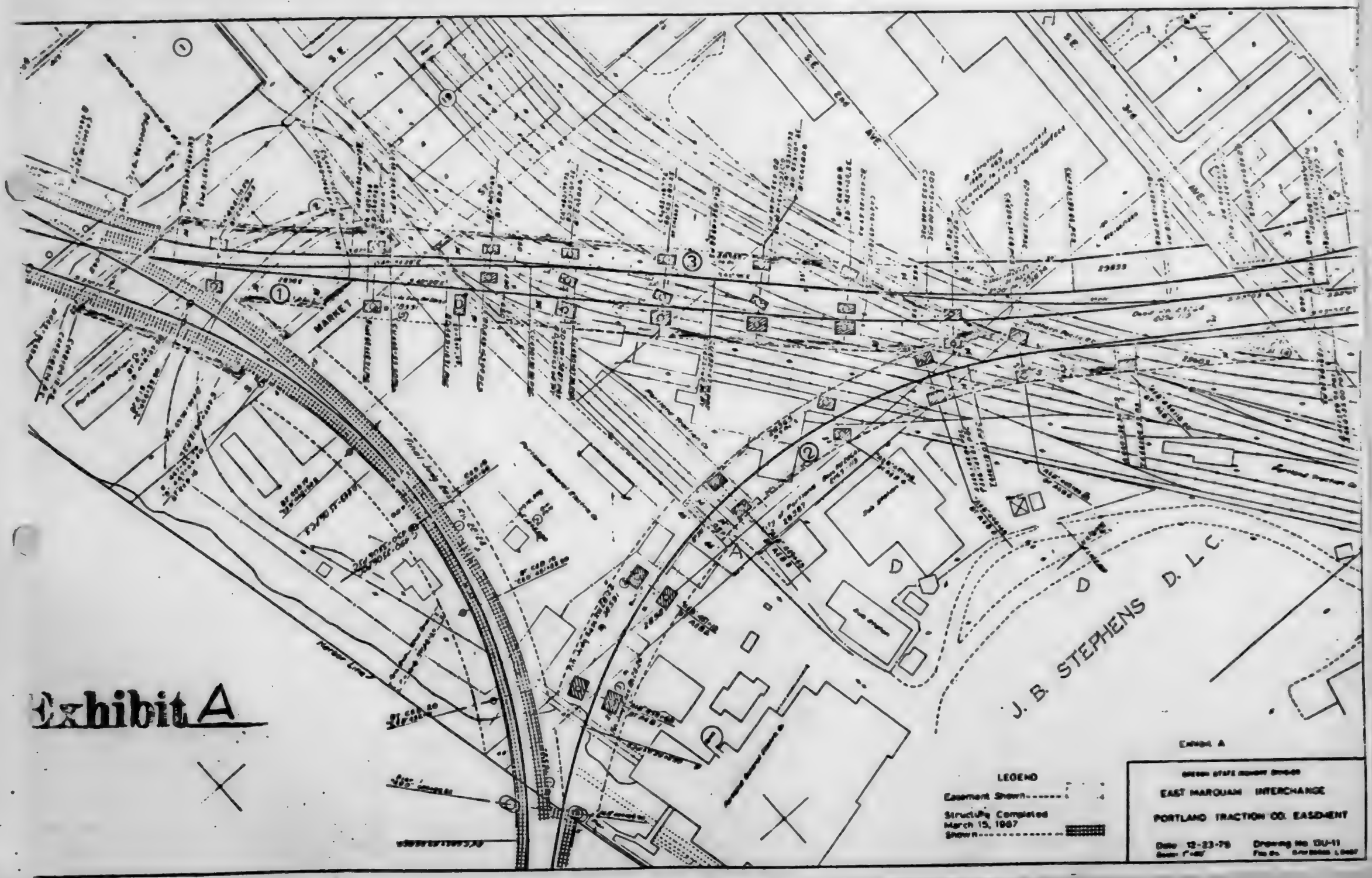

MARKET
J. B. STEPHENS D. L. C.
LEGEND
Easement Shown
Structure Completed March 15, 1967 Shown
EAST MARQUAM INTERCHANGE
PORTLAND TRACTION CO. EASEMENT
Date 12-23-75
Drawing No. GU-11

Exhibit A

Section 2. CONSTRUCTION OF HIGHWAY.

(a) Second Party, at its own expense, will apply for and obtain all public authority required by law, ordinance, rule or regulation for the project contemplated by this agreement, and each and every part thereof, and will furnish the Railroad upon request with satisfactory evidence that such authority has been obtained. All construction work by Second Party shall be performed in accordance with the terms and conditions imposed by said public authority in granting its approval, and in accordance with this agreement.

(b) Except as may be otherwise provided in Section 3 of this agreement, Second Party, at its own expense and without expense to the Railroad, will furnish all labor, material and equipment necessary for, and shall and will construct and complete said highway and all appurtenances thereof. As used in this agreement, "appurtenances" shall include, without limitation, all embankment slopes between the highway and the Railroad's tracks, all necessary and proper drainage facilities, all necessary and proper advance warning signs, and all necessary and proper guardrails or barriers between the highway and the Railroad's tracks and facilities, which guardrails or barriers shall be of suitable design and adequate to confine highway traffic, and to protect the Railroad's property and facilities and any highway-rail protective devices. Upon completion of the work, Second Party shall remove from the Railroad's property all temporary structures and falsework, and will leave said property in a condition satisfactory to the Railroad.

(c) The Railroad will receive no ascertainable benefit from the construction of the project, and, except as may be specifically provided herein, shall not be required to pay or contribute any part of the cost thereof. If said project is to be financed in whole or in part by Federal funds, all construction work by Second Party shall be performed in accordance with the Federal Act, Federal regulations and with this agreement.

(d) All construction work of Second Party upon the Railroad's property (including, but not limited to, construction of the highway and all appurtenances and all related and incidental work) shall be performed and completed in a manner satisfactory to the Chief Engineer of the Railroad or his authorized representative and in accordance with detailed plans and specifications prepared by and at the expense of Second Party, and approved in writing by the Railroad's Chief Engineer. Said plans and specifications, and the work performed thereunder, shall be in accordance with the typical sections and notes pertaining to construction as set forth in Exhibit "A" attached hereto.

(e) All construction work of Second Party shall be performed diligently and completed within a reasonable time, and in any event within three years from the effective date of this agreement, or within such further period of time as may be specified in writing by the Railroad's General Manager. No part of said work shall be suspended, discontinued or unduly delayed without the Railroad's written consent, and subject to such reasonable conditions as the Railroad may specify. It is understood that the Railroad's tracks at and in the vicinity of the work will be in constant or frequent use during progress of the work and that movement or stoppage of trains, engines or cars may cause delays in the work of Second Party and its contractors. Second Party, for itself and its contractors, hereby assumes the risk of any and all such delays and agrees that no claims for damage shall be made against the Railroad because thereof.

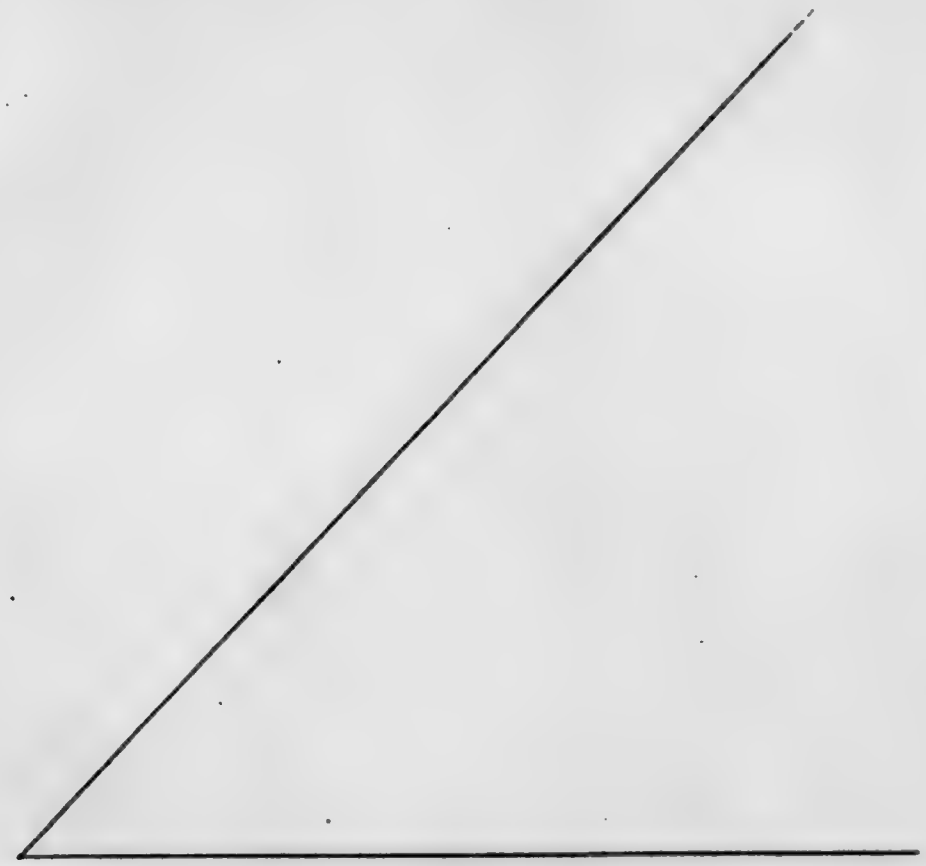
Section 3. WORK TO BE DONE BY RAILROAD.

(a) The Railroad may make any and all changes, alterations or relocations, whether temporary or permanent, which in its judgment may be or become necessary or expedient because of the project. Such work shall include, without limitation, the work detailed in Exhibit(s) "A" and "C" attached hereto and incorporated herein, for which the Railroad shall furnish all necessary labor, material and equipment.

(b) Second Party will reimburse the Railroad for the entire cost and expense of performing all work referred to in paragraph (a) of this section. Reimbursement for the use of railroad owned and operated equipment will be in accordance with Union Pacific Railroad Company's Billing and Contracts' Bulletin in effect on the date of use of such equipment. Rental rates for any item of equipment necessary to the job and not included in said Billing and Contracts' Bulletin will be established on an individual basis and agreed to by the parties. Bills for reimbursement shall be paid by Second Party promptly upon receipt thereof, in the manner and at the time provided therein. The Railroad will submit to Second Party bills for flagging and other protective services and devices currently during progress of the work contemplated by this agreement. The Railroad will submit complete billing for flagging and other protective services within one hundred and twenty (120) days after completion of the project, provided Second Party advises the Railroad of the commencement of the 120-day period by giving the Railroad written notification of completion of the project.

(c) Subject to the foregoing, if the project is financed with Federal funds, under the Federal-Aid Highway Act, reimbursement of the Railroad by Second Party shall be in accordance with the provisions of Volume 1, Chapter 4, Section 3, of the Federal-Aid Highway Program Manual (FHPM) issued April 25, 1975 by the United States Department of Transportation, Federal Highway Administration, and any amendments thereof or supplements thereto; provided, the use of said regulations as a guideline for reimbursement between the parties hereto shall not be deemed to require reimbursement of Second Party by the Federal Highway Administration as a condition precedent to Second Party's obligation. If Second Party desires to secure reimbursement from the Federal Highway Administration for all phases of the work performed by the Railroad, it is the responsibility of Second Party to ensure that interpretation of said regulations will permit Federal participation in the cost and expense of work which, pursuant hereto, is to be performed by the Railroad at the expense of Second Party.

Section 4. MAINTENANCE. After completion of the project, Second Party, at its own expense, and without expense to the Railroad, shall and will keep and maintain the highway and all appurtenances thereof in good condition and repair so as not to jeopardize, damage or interfere with the Railroad's property, facilities or operations.



Section 5. SAFETY MEASURES. All work of Second Party contemplated by this agreement, including any work of maintenance of the highway facilities or appurtenances constructed on the easement(s) granted pursuant hereto, shall be performed and accomplished without interruption to or delay of operations of the Railroad or of others lawfully occupying or using their property or facilities, and without interruption to or delay of continuous railroad traffic. It is understood and recognized that safety and continuity of the Railroad's operations and communications are of the utmost importance; and in order that the same may be adequately safeguarded, protected and assured, and in order that accidents may be prevented and avoided, it is agreed with respect to all of said work of Second Party that:

(a) All references in this section to Second Party and its work shall include, besides Second Party, its contractors, subcontractors, officers, agents and employees, and others acting under its or their authority; and all references in this section to work of Second Party shall include such work, not only within the Railroad's property, but also in the vicinity thereof, but outside of the Railroad's property.

(b) Second Party shall not do, suffer or permit anything which will or may obstruct, endanger, interfere with, hinder or delay maintenance or operation of the Railroad's tracks or facilities or any communication or signal lines, installations or appurtenances of any thereof. Second Party shall shelter and protect the Railroad's said property as required by the Railroad.

(c) Second Party, at its own expense, shall adequately police and supervise all work to be performed by it; shall regulate the conduct thereof in such manner that the prosecution thereof will not endanger, interfere with, hinder or delay operations of the Railroad or of others lawfully using or occupying the Railroad's property or facilities; and shall not inflict injury to persons or damage to property for the safety of whom or of which the Railroad or such others may be responsible, or to property of the Railroad or such others.

(d) If at any time Second Party's engineers and the Chief Engineer of the Railroad or their respective representatives shall be of the opinion that any work of Second Party is being or is about to be done or prosecuted without due regard and precaution for safety and security, Second Party shall cause such work to be suspended until suitable, adequate and proper protective measures are adopted and provided.

(e) Second Party shall not cause, suffer or permit material or debris to be deposited or cast upon, or to slide or fall upon any property or facilities of the Railroad in connection with or as a result of the project or any work contemplated by this agreement; and any such material and debris shall be promptly removed from the Railroad's property by Second Party at its own expense or by the Railroad at the expense of Second Party, and any damage caused thereby shall be promptly restored and repaired by Second Party at its own expense, or by the Railroad at the expense of Second Party. Second Party shall not cause, suffer or permit any snow to be plowed or cast upon the Railroad's property during the course of Second Party's operations of removing snow from its highway.

(f) Second Party shall not discharge any explosives on or in the vicinity of the Railroad's property (i) if, in the sole discretion of the Railroad's Chief Engineer, such discharge would be dangerous or would interfere with the Railroad's property or facilities; and (ii) unless adequate notice thereof is given to the Railroad. For the purposes hereof, the "vicinity of the Railroad's property" shall be deemed to be any place in such close proximity to the Railroad's property that the discharge of explosives could cause injury to the Railroad's employees or other persons on the Railroad's property, or cause damage to or interference with the facilities or operations on the Railroad's property. Unless the Railroad's Chief Engineer shall agree to a shorter notice with respect to a particular proposed discharge of explosives, "adequate notice" shall be deemed to require not less than forty-eight (48) hours' notice, exclusive of weekends and holidays. The Railroad reserves the right to impose such conditions, restrictions or limitations on the transportation, handling, storage, security and use of explosives as the Railroad, in its sole discretion, may deem to be necessary, desirable or appropriate. In addition to any conditions, restrictions or limitations as may be specifically imposed:

(1) Any explosives loaded in holes or placed or otherwise readied for discharge on a day shall be discharged on the same day during daylight hours, and at such times and in such manner as will not endanger the Railroad's employees or property or interfere with the Railroad's operations.

(2) Second Party, at its own expense, shall take all measures and precautions and construct all temporary shelters necessary to guard and protect the Railroad's employees, property, facilities and operations against danger of damage, destruction or interference arising out of or connected with any blasting or any transportation, handling, storage, security or use of explosives on or in the vicinity of the Railroad's tracks, property or operations.

(3) Second Party shall require at all times that explosives be transported, handled, stored or otherwise secured and used in a manner satisfactory to the Railroad and in accordance with local, state and Federal laws, rules and regulations, including, without limitation, United States Department of Labor, Bureau of Labor Standards, Safety and Health Regulations for Construction, 29 CFR Part 1518, Subpart U—"Blasting and the Use of Explosives"; and Occupational Safety and Health Administration Occupational Safety and Health Standards, 29 CFR Part 1910, Subpart H—"Hazardous Materials".

(g) Second Party shall not place any combustible material upon or about the premises of the Railroad, nor erect any structure thereon (except as herein otherwise provided), nor cause or permit the view along the tracks of the Railroad to be obstructed, nor obstruct or interfere with the drainage ditches, drainage facilities or water facilities of the Railroad.

(h) If Second Party shall excavate from existing slopes adjacent to the tracks of the Railroad or create new slopes in the performance of any work contemplated hereby, Second Party shall so excavate from existing slopes and construct new slopes that the pitch of same shall not be excessive, nor create undue hazards of slides or falling rock, nor impair or endanger the clearance between said existing or new slopes and the tracks of the Railroad.

(i) Second Party, at its own expense, shall provide and maintain suitable facilities for draining the highway and its appurtenances, and shall not suffer or permit drainage water therefrom to flow or collect upon property of the Railroad. Second Party, at its own expense, shall provide adequate passageway for the waters of any streams, bodies of water and drainage facilities (either natural or artificial, and including water from the Railroad's culverts and drainage facilities), so that said waters may not because of any facilities or work of Second Party be impeded, obstructed, diverted or caused to back up, overflow or damage the property of the Railroad or any part thereof, or property of others.

(j) Before commencing any construction or other substantial work contemplated by this agreement, Second Party shall notify the Superintendent of the Railroad of the time when such work shall commence. Said notice shall be given not less than forty-eight (48) hours, exclusive of weekends and holidays, prior to the time work is to commence. Second Party shall cooperate with the Railroad in every reasonable way for the adequate protection of the Railroad's facilities and operations during progress of the work.

(k) Second Party shall not do or cause to be done in the performance of any work conterplated hereby, anything which will or may disturb the stability of any area so as to adversely affect the tracks or facilities of the Railroad.

(l) Second Party, at its own expense, shall and will install and maintain adequate shoring and cribbing for all excavation and/or trenching performed by it in connection with construction, maintenance or other work of any kind contemplated by this agreement. Said shoring and cribbing shall be constructed and maintained with such materials and in such manner as to withstand all stresses likely to be encountered, including, but not by way of limitation, any stresses resulting from vibration caused by the Railroad's operations at or in the vicinity of such work; and such shoring and cribbing shall be installed and maintained in a manner satisfactory to the Chief Engineer of the Railroad or his authorized representative.

(m) The responsibility of Second Party for safe conduct and adequate policing and supervision of the project shall not be lessened or otherwise affected by the Railroad's approval of plans and specifications, or by the Railroad's collaboration in performance of any work, or by the presence at the worksite of the Railroad's representatives, or by compliance by Second Party with any requests or recommendations made by such representatives. If a representative of the Railroad is assigned to the project, Second Party will give due consideration to suggestions and recommendations made by such representative for the safety and protection of the Railroad's property and operations.

Section 6. INSURANCE.

(a) Before work is commenced on the project, and thereafter before commencement by any contractor for Second Party of any maintenance work on the highway within any easement area described herein or shown on the exhibits attached hereto, Second Party, without expense to the Railroad, shall furnish and deliver to the Railroad, or shall require each of its contractors to furnish and deliver to the Railroad, a public liability and property damage insurance policy or policies in favor of the Railroad; and Second Party, without expense to the Railroad, at all times during progress of and until final completion of the project, and until completion of such maintenance work, shall keep and maintain, or cause its contractors to keep and maintain, such policy or policies in full force and effect. The Railroad, upon request of Second Party, may purchase any such policy for which Second Party is responsible pursuant hereto, and Second Party shall reimburse the Railroad for the full amount of the cost of such policy.

(b) Said public liability insurance shall provide for a maximum limit of not less than FIVE HUNDRED THOUSAND DOLLARS ($500,000) for all damages arising out of bodily injuries to or death of one person, and subject to that limit for each person, a total maximum limit of ONE MILLION DOLLARS ($1,000,000) for all damages arising out of bodily injuries to or death of more than one person in any one occurrence. Said property damage insurance shall provide for a maximum limit of not less than FIVE HUNDRED THOUSAND DOLLARS ($500,000) for all damages arising out of injury to or destruction of property in any one occurrence, and subject to that limit, a total (or aggregate) maximum limit of ONE MILLION DOLLARS ($1,000,000) for all damages arising out of injury to or destruction of property during the period of work.

(c) The terms "person" or "persons" as herein used shall include employees of the Railroad, as well as other persons, and the term "property" as herein used shall include, as well as other property, property owned by and property in the care, custody or control of the Railroad.

(d) Each such insurance policy shall be issued by a reliable insurer satisfactory to the Railroad and authorized to do business in the state in which the work is to be performed, and each such policy shall be in form and substance satisfactory to the Railroad. The original and one true and complete copy of said policy or policies shall be delivered to and remain in the possession of the Railroad.

(e) Each such policy or policies shall conform substantially with the Public Liability and Property Damage Policy provided in United States Department of Transportation, Federal Highway Administration directives as published in its Federal-Aid Highway Program Manual, Volume 6, Chapter 6, Section 2, Subsection 2. Each such policy or policies shall cover all work to be performed and all operations to be conducted under this agreement. The monetary limits of insurance furnished in connection with the future reconstruction or maintenance work on the highway within the easement area(s) described herein or shown on the exhibit(s) attached hereto, shall conform to the limits prescribed by the Railroad in connection with new public projects at the time the work of maintenance or reconstruction is performed.

(f) In addition to the above insurance, and before work is commenced on the project, Second Party, without expense to the Railroad, shall furnish and deliver to the Railroad, or shall require its contractor to furnish and deliver to the Railroad, a certificate certifying as to the contractor's regular property damage insurance with respect to said contractor's own operations and, in addition, with respect to operations performed for said contractor by subcontractors under this agreement, with limits of not less than TWO HUNDRED FIFTY THOUSAND DOLLARS ($250,000) arising out of injury to or destruction of property in any one occurrence, and subject to that limit per occurrence, a total, or aggregate, limits of not less than FIVE HUNDRED THOUSAND DOLLARS ($500,000) for all damages arising out of injury to two or more persons in any one occurrence or destruction of property during the policy period. Each such certificate shall apply to all policies covering work to be performed and all operations to be conducted under this agreement, and shall be kept in full force and effect until completion of the project. Such certificate shall also contain a provision that the policy shall not be cancelled or changed without giving thirty (30) days' prior written notice to the Railroad.

Section 7. INJURY AND DAMAGE. If Second Party or its contractors, subcontractors, officers, agents or employees, or others acting under its or their authority, in the performance of any work contemplated by this agreement or by the failure to do or perform anything for which it is responsible under the provisions of this agreement, shall injure, damage or destroy any property of the Railroad or of any other corporation, person or firm lawfully occupying or using the property of the Railroad, such damage shall be restored by Second Party at its own expense or by the Railroad at the expense of Second Party.

Section 8. DEFAULT. If Second Party shall fail, refuse or neglect to do, keep, observe and perform each and all of the terms, provisions, conditions and covenants of this agreement, the Railroad, in addition to any other rights and remedies it may have, may perform any work which in the judgment of the Railroad is necessary to place said highway and appurtenances in such condition as will not menace, endanger or interfere with the Railroad's facilities or operations or jeopardize the Railroad's employees; and Second Party will reimburse the Railroad for the expense thereof.

Section 9. EFFECTIVE DATE. This agreement shall become effective as of the date first herein written, or as of the date on which work on the said project was commenced, whichever is earlier.

Section 10. OTHER RAILROADS. All protective and indemnifying provisions of this agreement shall inure to the benefit of the Railroad and any other railroad company or companies at any time lawfully using the Railroad's property or facilities.

Section 11. SUCCESSORS AND ASSIGNS. This agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 10, 1976

In reply refer to: 1041RW

SUBJECT: Oregon Project I-5-6(14)301
East Marquam Interchange
Portland Traction Company,
File No. 28365(L-5467)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

We have reviewed the proposed easement deed which was forwarded to the Union Pacific Railroad by Mr. Boyd's letter, dated 2-12-76. As you are aware the easement deed covers a portion of the railroad's property which is needed for future construction of the East Marquam Interchange. Therefore it is necessary that the deed protect the State's right to construct elevated highway structures in the future. There are several clauses in the deed that need to be made more specific in order to avoid any future controversy to the State's right to construct highway structures.

The preamble of the deed states in part ".....as long as there is no impairment with the railroad's operations.....". As part of the State's settlement with the railroad, the railroad's operating facilities (trackage and buildings) were relocated to conform with the proposed easement deed. Furthermore, the easement deed carries a consideration of $153,093 plus interest. While we see little need for the clause in question, we believe if it is to be included the deed should be specific as to its meaning so as to avoid any future railroad claims for damages.

Paragraph 3F states "If at any time the easement here in reserved, or any part thereof shall permanently cease to be used for the purposes for which the easement is being reserved, then the easement, or parts thereof, shall cease and terminate". While we believe this to be a perpetual easement which will allow construction of the balance of the highway structures it is possible that if the proposed construction was abandoned for a period of time, that the railroad might interpret that the easement should terminate. We believe it should only terminate in the event that the highway facilities are constructed and later are abandoned for the purposes for which the easement is being reserved.

RIGHT OF WAY SECTION
RECEIVED
MAR 1 1976

RECEIVED
MAR 12 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 12 '76
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

NOTED
R. L. SCHROEDER

It is also noted that the description applies to 1.0 acres, whereas the area to be covered by the easement is in fact much larger.

G. L. Green

cc
FHWA (J. Zotter, 10RC)
OSHD (J. B. Boyd)
OSHD (J. Sollis)
OSHD (J. Chidsey)

6576

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 12, 1976

L. James Bergmann
Assistant General Solicitor
Union Pacific Railroad
P. O. Box 4265
Portland, OR 97208

Dear Jim:

Re: Portland Traction Company
L-5467 R-28365

We have reviewed the changes you requested in your letter of January 27 and believe we have revised the deed to conform with both our needs. We are attaching copies of the deed to be executed and we appreciate your assistance in this matter.

I am transmitting this material to you as Jack is home with the flu. We hope that we can get this matter settled, resolved, put to sleep, whatever!

Thanks again.

Very truly yours,

J. B. Boyd
Right of Way Engineer

JBB:lb

cc: R. L. Schroeder ✓
C. Mathias
J. Sollis
J. Chidsey

RECEIVED
FEB 13 1976
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

Highway Division
File 28365, L-5467

EASEMENT DEED

PORTLAND TRACTION COMPANY, AN OREGON CORPORATION, hereinafter referred to as "Railroad", does hereby grant unto the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter referred to as "State", a perpetual easement for the construction, operation, inspection, maintenance and reconstruction of elevated highway structures and supporting bents and other necessary and related facilities, as long as there is no impairment with the Railroad's operations, over, upon and across the following described parcels of real property:

PARCEL 1

A parcel of land lying in Block 2, STEPHEN'S ADDITION TO EAST PORTLAND in the City of Portland, situated in Section 3, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon; the said parcel being that portion of said Block 2 lying Southwesterly of a line which is parallel to and 34 feet Northeasterly of the center line of the connection between the Westbound lane of the relocated Mt. Hood Highway and the Northbound lane of the relocated Pacific Highway, which connection center line is referred to as the "BD_4" and "BD" center line, and lying Northeasterly of a line which is parallel to and 34 feet Southwesterly of the center line of the Southbound lane of the relocated Pacific Highway which Southbound lane center line is referred to as the "C" center line.

The "BD" center line herein referred to is described as follows:

Beginning at Engineer's center line Station "BD_4" 440+98.94, said Station being 1472.07 feet North and 1695.39 feet West of the intersection of the center line of Southeast Grand Avenue with the center line of Southeast Harrison Street; thence on a 916.73 foot radius curve left (the long chord of which bears South 16° 35' 55" East) 162.71 feet; thence South 21°41' East, 34.13 feet; thence on a spiral curve left (the long chord of which bears South 24° 31' East) 200 feet; thence on a 674.07 foot radius curve left (the long chord of which bears South 44° 21' East) 200 feet; thence South 47° 11' East, 19.93 feet; thence on a spiral curve right (the long chord of which bears South 46° 46' East) 100 feet; thence on a 2291.83 foot radius curve right (the long chord of which bears South 45° 20' 30" East) 47.33 feet; thence on a spiral curve right (the long chord of which bears South 43° 55' East) 100 feet to Engineer's Station "BD_4" 450+58.87 Ahead; thence South 43° 30' East, 373.70 feet; thence on a spiral curve left (the long chord of which bears South 44° 30' East) 200 feet; thence on a 1909.86 foot radius curve left (the long chord of which bears South 49° 16' 30" East) 185 feet; thence on a spiral curve left (the long chord of which bears South 54° 03' East) 200 feet to Engineer's center line Station "BD" 460+17.57, said "BD_4" center line crosses the North and South lines of said Block 2 approximately at "BD_4" center line Stations 445+50 and 448+40, respectively.

The "C" center line herein referred to is described as follows:

Beginning at Engineer's center line Station "C" 443+09.07, said Station being 1242.61 feet North and 1718.91 feet West of the intersection of the center line of Southeast Grand Avenue with the center line of Southeast Harrison Street; thence on a spiral curve left (the long chord of which bears South 27°30' 17" East) 196.67 feet; thence South 29° 28' 17" East, 0.38 feet; thence on a spiral curve right (the long chord of which bears South 26°38' 17" East) 200 feet; thence on a 674.07 foot radius curve right (the long chord of which bears South 10° 44' 21.5" West) 746.13 feet to Engineer's center line Station "C" 454+52.25, said "C" center line crosses the North and South lines of said Block 2 approximately at "C" center line Stations 445+15 and 447+40, respectively.

EXCEPT therefrom the following described tract:

Beginning at the intersection of the Southerly line of said Block 2 and a line which is parallel to and 34 feet Easterly of the center line of the Northbound lane of the relocated Pacific Highway, which center line is referred to as the "D" line; thence Northerly, parallel to said center line, 75 feet, more or less, to a line which is parallel to and 38 feet Westerly of the center line of the connection between the Southbound lane of the relocated Pacific Highway, and the Eastbound lane of the relocated Mt. Hood Highway which center line is referred to as the "CA" and "CA_2" lines; thence Southeasterly parallel to the last mentioned center line to the South line of said Block 2; thence West along said South line in the point of beginning.

The "D" center line herein referred to is described as follows:

Beginning at Engineer's Station "D" 444+96.69, said Station being 1091.10 feet North and 1587.52 feet West of the intersection of the center line of Southeast Grand Avenue with the center line of Southeast Harrison Street; thence on a spiral curve right (the long chord of which bears South 18° 33' 49" East) 200 feet; thence on a 954.93 foot radius curve right (the long chord of which bears South 7° 24' 45" East) 238.37 feet to Engineer's Station "D" 449+35.06.

The "CA" and "CA_2" center lines herein referred to are described as follows:

Beginning at Engineer's center line Station "CA" 437+86.17, said Station being 1753.39 feet North

and 1793.93 feet West of the intersection of the center line of Southeast Grand Avenue and the center line of Southeast Harrison Street; thence on a 1061.03 foot radius curve left (the long chord of which bears South 16° East) 648.15 feet; thence on a spiral curve left the long chord of which bears South 40° 10' East) 370.37 feet to Engineer's Station "CA" 448+04.69 Back equals "CA_2" 448+04.69 Ahead; thence South 43° 30' East, 444.39 feet; thence on a spiral curve left (the long chord of which bears South 44° 30' East) 200 feet; thence on a 1909.86 foot radius curve left (the long chord of which bears South 49° 16' 30" East) 185 feet; thence on a spiral curve left (the long chord of which bears South 54° 03' East) 200 feet; thence South 55°03' East, 200.82 feet to Station "CA_2" 460+34.90; said center line crosses the Westerly line of said property approximately at Station "CA_2" 449+45.

The bearings used herein are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 1.0 acre.

SUBJECT TO the following:

1. Railroad, its successors and assigns, shall not construct within the above described easement area any building which is not of fire resistive construction. Railroad, its successors and assigns, shall notify the State of the intent to build, the location of the building, and shall furnish the State a copy of the building plans; PROVIDED, HOWEVER, the engine house, the Pacific and Atlantic Shippers building, and the Pioneer Carloading building, the latter two as reconstructed pursuant to an agreement between Railroad and the State in order to conform said buildings to the construction of the highway structures, may remain in place as they encroach into the easement area.

2. In conducting its operations within the above described easement area, Railroad, its successors and assigns, shall not:

a. Construct any buildings or structures above ground within five (5) feet of the supporting piers of said highway structures which have been constructed prior to the date of this deed, which said piers as shown in solid black on Drawing No. 13U11 dated December 23, 1975 attached hereto, marked Exhibit A, and by this reference incorporated herein, as follows:

Pier #	Engineer Station
C 15	C 446+35.50 center line
D 15	D 446+27.50 center line

b. Construct any buildings or structures within the hatched foundation areas as listed in paragraph 3 e. After construction the provision of paragraph 2 a shall apply.

c. Interfere with any of the piers, decks, lights or drainage facilities of the highway facilities, which are in place or may be hereafter constructed on the easement areas pursuant to the provisions of this deed.

d. Manufacture or store on the ground or in buildings any highly flammable, volatile, or explosive substances.

e. Allow unreasonable objectionable smoke, fumes, vapor or odors to rise from the premises above the grade line of the highway.

f. Have any rights of access of any nature to or from the roadways of the highway structures constructed on said easement area.

g. Build any buildings or structures above a plane which is eight feet below the underside of highway structures constructed on or above the easement areas.

3. In utilizing the above described easement, the State agrees that:

a. State shall not use or permit others to use premises for any use other than the uses set forth in this deed. Without limiting this provision, State agrees:

(1) State shall not use or permit others to use premises, or any part thereof, for railroad purposes; provided, however, this provision shall not prohibit the use of State's bridge structure for a rapid-transit system that is within the design capabilities of said structure and does not interfere with Railroad's operation.

(2) State shall not allow any gas, oil or gasoline pipe lines to be constructed or installed over or across premises or any part thereof.

(3) State may install additional electrical power or communication lines, incidental to its use of premises for highway purposes, provided that said lines are constructed in accordance with specifications and in a manner that will not adversely affect the hereinafter installed communication or signal lines of railroad or its licensees. Prior to constructing or installing such electrical or communication line, State shall submit plans and specifications to Railroad for approval.

(4) Construction or reconstruction of elevated highway structures and supporting bents and other necessary and related facilities shall be subject to the terms, provisions, conditions and restrictions set forth in sections 2 through 11 of the standard form railroad-highway construction agreement attached hereto marked exhibit B and by this reference incorporated herein.

b. State in exercising its right under the easement herein reserved, shall not destroy or interfere with the property or rights of third parties, in, upon, or relating to premises, and State shall be responsible for such damages, if any, to said third parties.

c. Railroad shall have the right to use or to grant to others the right of use premises for any and all purposes not inconsistent with the rights of State in premises including, but not limited to the right to construct, reconstruct, maintain, operate, repair, alter, renew and replace existing and additional wire lines, pipe lines, tracks, facilities and appurtenances, located or to be located either wholly or partially on premises in such manner, however, as not to damage the highway structure or facilities located or to be located on premises.

d. Railroad may attach signal, or power lines and facilities to State's bridge structure located over premises, subject, however, to State's policy on utility installation and approval by State of detailed plans to be submitted by Railroad.

e. The State shall have the right to construct piers for additional bridge ramps only at the locations indicated by a black dot shading on Exhibit A as follows:

Pier #	Engineer Station
CA & BD 3 Lt.	CA 446+37.50 42' Lt.
CA & BD 3 Rt.	CA 446+37.50 9' Rt.
CA & BD 4 Lt.	CA 448+34 63.5' Lt.
BD 5 Lt.	BD 449+69 27' Lt.
BD 5 Rt.	BD 449+69 8' Rt.
CA & BD 6 Lt.	CA 450+77.72 72' Lt.
CA & BD 6 Ctr.	CA 450+77.72 39' Lt.
CA & BD 6 Rt.	CA 450+77.72 2' Lt.
CA & BD 7 Lt.	CA 451+97.72 72' Lt.
CA & BD 7 Ctr.	CA 451+97.72 36' Lt.
CA & BD 7 Rt.	CA 451+97.72 1' Rt.
CA & BD 8 Lt.	CA 453+17.72 72' Lt.
CA & BD 8 Ctr.	CA 453+17.72 27.5' Lt.
CA & BD 8 Rt.	CA 453+17.72 1' Rt.
CA & BD 9 Lt.	BD 454+24.25 69' Lt.
CA & BD 9 Ctr.	BD 454+24.25 24' Lt.
CA & BD 9 Rt.	BD 454+24.25 1' Rt.
BD 10 Ctr.	BD 455+52 22' Rt.
BD 8 Rt.	BD 455+52 48' Rt.
A & B 3 Lt.	A & B 449+60 23.75' Lt.
A & B 3 Rt.	A & B 449+60 27.75' Rt.
A & B 4 Lt.	A & B 447+98 22.5' Lt.
A & B 4 Rt.	A & B 447+98 22.5' Rt.
A & B 5 Lt.	A & B 446+68 23.75 Lt.
A & B 5 Rt.	A & B 446+68 27.75' Rt.
A & B 6 Lt.	A & B 445+49.20 23.75 Lt.
A & B 6 Rt.	A & B 445+49.20 28.50 Rt.
A & B 7 Rt.	A & B 444+18.50 26.0' Rt.

Together with 28 supporting footings for such piers as shown hatched black on Exhibit A. In the event the design for any such additional bridge ramps required piers or other highway facilities or appurtanances to be constructed at locations other than those herein specified, easements for such other or additional pier areas or locations shall be secured by the grantee from the grantor by agreement or by condemnation if no agreement is reached.

f. If at any time the easement herein reserved, or any part thereof shall permanently cease to be used for the purposes for which the easement is being reserved, then the easement, or parts thereof, shall cease and terminate.

The above described easement is granted in lieu of condemnation. The true and actual consideration for the grant is One Hundred Fifty Three Thousand Ninety Three and No/100 DOLLARS ($153,093.00) DOLLARS, plus simple interest at 6% from February 24, 1966, on which date the State first took possession of the above described easement areas.

IN WITNESS WHEREOF, Portland Traction Company has executed this instrument by and through its proper officers thereunto duly authorized this _____ day of _____, 1975.

PORTLAND TRACTION COMPANY

ATTEST:

_____ Secretary

by _____ President

6576

Form RHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 10, 1975

In reply refer to:

SUBJECT: Oregon Project I-5-6(14)301
East Markham Interchange
Portland Traction Company, File No. 28365 (L-5467)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

My letter, dated July 24, 1975, indicated that the proposed $153,083 settlement would be eligible for participation with Federal funds provided that the entire area was utilized for a Federal-aid project. It was our understanding at that time that the format and substance of the easement deed had been resolved between the State and Portland Traction Company. We have subsequently learned that the Traction Company has submitted a revised easement deed which appears to reduce the State's ability to control the construction of railroad facilities within the easement area. It is our position that any easement must protect the right of the State to construct a facility across the company's property. This is particularly important because it is not known at this time if or when such a facility will be constructed.

We are also interested in this matter so as to hold down additional interest costs which keep accruing because this case is not settled. Your comments are requested as to the actions being taken to resolve the subject case.

G. L. Green

cc
FHWA (D. Rutledge)
OSHD (J. Sollis)
OSHD (B. Boyd)

RECEIVED
STATE HWY ENGR
DEC 12'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
DEC 11'75
REFER TO
Schroeder
FOR
Info | Inves | R/D | D/R | Sign | Act | File
cy Rubin

Copy To Boyd
TAA w/copy To me-KLS
12-15-75

NOTED
R. L. SCHROEDER

#6576

B

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

DATE July 30, 1975

TO Jack Sollis
Asst. Attorney General & Counsel

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Approval of Settlement
File 28365 (L-5467)
Portland Traction Company
Russell St.-Curry St. Section
Pacific Highway
Multnomah County

We have reviewed the settlement approval sent to our office on July 24, 1975, by Mr. Green, Division Engineer, FHWA, and agree with the terms. I believe it is in our favor that we accept the small amount of non-participation because of our own internal problems in executing our actions on this particular project. The bulk of the participation in the settlement should satisfy the actions that we have taken to the present time. Please make this known to Mr. Bergman of the Union Pacific Railroad and proceed with the necessary paper work.

JBB:jk
cc: F. B. Klaboe
R. L. Schroeder
Lou Grothaus
Jim Chidsey
Milner Mead

NOTED
R. L. SCHROEDER

RECEIVED
JUL 31 1975

FHF 6-F-76

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-6(14)301
East Marquam Interchange
Portland Traction Company
File 28365 (L-5467)

DATE: July 24, 1975

In reply refer to: 1041DE

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Mr. Boyd's January 10 memorandum submitted a third appraisal of the subject property, along with a review appraisal, and requested our concurrence in Federal participation in the proposed settlement with the railroad in the amount of $153,083, plus interest.

We have carefully reviewed all of the information submitted to us and have determined that the $153,083 settlement will be eligible for participation with Federal funds - provided that the entire area is utilized for Federal-aid projects. As usual, Federal participation will be limited to that right of way actually incorporated in Federal-aid projects.

Relative to participation in the interest, however, we will participate only in the interest costs incurred subsequent to February 27, 1968. This participation will be in the interest on the difference between the $70,000 deposit and the $153,083 settlement.

G. L. Green

Original to Boyd
TAA 1-28-75

NOTED
R. L. SCHROEDER

RECEIVED
JUL 28 1975
Office of Assistant State Highway Engineer

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUL 25 '75
REFER TO
FOR

Info	Inves	R/D	D/R	S/R	Act	File
					✓	

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 26, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Engineer

SUBJECT: File 28365 (L 5467)
Portland Traction Co.
East Marquam Interchange
Pacific Highway
Multnomah County
Project I-5-6 (14) 301

Attached as requested by your memorandum (1041 RW) dated January 30, 1975 is a copy of a revised review covering subject file which reiterates the documentation required by Paragraph 6f, Federal Administration Manual Volume 7, Chapter 3, Section 3 as set forth in our prior review dated January 24, 1973.

NOTED
MARIE STEPHENS

MMM/bdr
Attach.

cc: F. B. Klaboe
R. L. Schroeder
L. W. Rulien
V. E. Skoog
M. R. Mitchell

RECEIVED
STATE HWY ENGR
FEB 28 75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

#6576

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 30, 1975

In reply refer to: 1041RW

SUBJECT: Oregon Project I-5-6(14)301
E. Marquam Interchange
Portland Traction Co.
File 28365, L-5467

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Appraisal Supervisor Milner Mead has performed a Review Appraisal dated January 10, 1975 of Mr. Elmer Kolberg's appraisal of $140,700. This review was transmitted to this office by Mr. Boyd's letter of January 10, 1975. In order to document the file please have the reviewing appraiser place in the parcel file the data required by paragraph 6f of FA Manual Volume 7, Chapter 3, Section 3, dated February 6, 1974.

G. L. Green

cc:
OSHD (J. Boyd)
OSHD (M. Mead)

2-5-75
CC: Bruce Boyd
TAA

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
FEB 4'75
REFER TO
FOR
Info | Lnves | R/D | D/R | Sign | Act | File

#L5-76

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 10, 1975

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

G. L. Green, Division Engineer
Federal Highway Administration
Box 300
Salem, Oregon 97308

J. B. Boyd
Right of Way Engineer

RECEIVED
STATE HWY ENG.
JAN 13'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

File No. 28365 (L 5467)
Portland Traction Co.
East Marquam Interchange
Pacific Highway
Multnomah County
Project I-5-6 (14) 301

In accordance with our agreement, outlined in my memo to file dated August 13, 1974, we have secured a third appraisal on subject property which was prepared by Mr. Elmer Kolberg. (Copy attached.)

Also attached is a letter from our Appraisal Supervisor in which he compares the appraisal background in file and thereupon recommends that we seek your concurrence in the proposed settlement with the railroad at $153,083, plus interest.

By prior correspondence dated January 26, 1973 and June 25, 1973, we transmitted other information concerning this proposed settlement. In view of the administrative problems involved, we trust you will concur in our conclusion and find said settlement to be justifiable.

NOTED
MARIE STEPHENS

MMM/bdr
Attach.
cc: F. B. Klaboe
R. L. Schroeder
L. W. Rulien
V. E. Skoog
M. R. Mitchell
J. L. Sollis
L. C. Grothaus
M. M. Mead

#10576

8

Salem, OR 97310

July 8, 1974

Louis C. Grothaus
Regional Right of Way Supervisor

J. B. Boyd
Right of Way Engineer

File 28365
New Appraisal
Portland Traction Company
East Marquam Interchange
East Bank Freeway

We need an appraisal of the rights being acquired from Portland Traction Company at the East Marquam Interchange. In a conference this date with Federal Highway Administration personnel Glen L. Green, Division Engineer; Barry Rutledge, Region Counsel; Joe Shute, FHWA; and Charles Mathias, FHWA; Jack Sollis, Assistant Attorney General of Oregon; Milner Mead, Appraisal Supervisor, OSHD; and myself. It was the group decision that Elmer Kolberg should be engaged to appraise the Acquisition on the original described parcels 1, 2, and 3. The parcels total 3.16 acres as follows: Parcel 1, 1.0 acre; Parcel 2, 1.46 acres; and Parcel 3, 0.7 acre.

Instructions as to the basis for the appraisal due to its complexity will be done in conference with the following personnel in attendance.

Jay B. Boyd, Right of Way Engineer
Milner M. Mead, Appraisal Supervisor
Jack Sollis, Assistant Attorney General
Representatives of Metro Right of Way (as you desire)
Charles Mathias, Federal Highway Administration

This conference should be held as soon as arrangements can be made.

JBB:CR
cc R. L. Schroeder
Glen L. Green
Barry Rutledge
Joe Shute
Charles Mathias
Jack Sollis
Milner Mead

NOTED
R. L. SCHROEDER

RECEIVED
JUL 9 1974
Office of
Assistant State Highway Engineer

#10574

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE June 14, 1974

TO Memo to File

FROM J. B. Boyd
Right of Way Engineer

SUBJECT File 28365 L5467
Portland Traction Company
East Marquam Interchange

A meeting has been set to attempt to resolve problems of the Portland Traction Company, East Marquam Interchange file.

Mr. Barry Rutledge, Regional Counsel for the Federal Highway Administration will be here for the meeting and Mr. Sollis and Mr. Mead should be in attendance.

This meeting is to be held at 1:00 p.m., July 8, in the small conference room.

JBB:rk
cc: F. B. Klaboe
R. L. Schroeder
Jack Sollis
M. Mead

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
JUN 17 '74
REFER TO
FOR
Info | Moves | R/D | D/R | Sign | Act | File

#6576

8

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 23, 1974

TO: Glen L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
F. B. KLABOE

FROM: F. B. Klaboe, Administrator and
State Highway Engineer

NOTED
E. S. HUNTER

SUBJECT: East Marquam Interchange
File No. 28365

We are anxious to complete payment to the Portland Traction Company for property in the East Marquam Interchange. A portion of the property continues to draw interest and this continuing interest is of no benefit to either Federal Highway Administration or the Oregon State Highway Division.

No matter what the outcome of the present controversy involving the Mt. Hood Freeway, it is obvious that the properties under this file must be utilized. Some type of highway connections are absolutely mandatory to US99E or a combination of highway and mass transit facilities.

We therefore request your concurrence in the settlement of this file so this interest payment can soon be terminated.

bc: A. E. Johnson
Walt Barrie
R. L. Schroeder
J. H. Versteeg
J. B. Boyd

JBB:kp dpy

RECEIVED
MAY 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Versteeg 1 2 3 4
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 24 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE March 18, 1974

TO E. S. Hunter
Assistant State Highway Engineer

FROM J. B. Boyd
Right of Way Engineer

RECEIVED
MAR 19 1974
ROAD DESIGN SECTION

SUBJECT East Marquam Interchange
File 28365 [L5467] - Portland Traction Company

At the time we began acquisition in the East Marquam Interchange, a suit developed between the Oregon State Highway Division and Portland Traction Company. This suit was dismissed with some provisions for the settlement of property presently being utilized by the Highway Division for I-5. The suit was dismissed because our plans on the Mt. Hood Freeway were not complete and we didn't know the amount of right-of-way required.

The result of this dismissal is that there is approximately $85,000 still remaining to be paid which is presently drawing interest at six percent. The Federal Highway Administration refuses to settle the additional $85,000 and stop the interest payments without an assertion from the Highway Division that we will complete at least the connections to 99E and 7th and 8th Streets utilizing the property which is in litigation.

We would like from your office a statement that these connections are going to be made irregardless of what happens to the Mt. Hood Freeway. With this statement we will go to the Federal Highway Administration making this indication, and hopefully they will agree on the additional payment of the $85,000 and stop the continuing interest accruals.

JBB:JP
cc R. L. Schroeder
Jack Sollis

RECEIVED
MAR 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3-19-74
Venstra
Pls discuss ESH

6116 — 8

May 23, 1974

TO: Glen L. Green, Division Engineer
Federal Highway Administration

FROM: F. B. Klaboe, Administrator and
State Highway Engineer

SUBJECT: East Marquam Interchange
File No. 28365

We are anxious to complete payment to the Portland Traction Company for property in the East Marquam Interchange. A portion of the property continues to draw interest and this continuing interest is of no benefit to either Federal Highway Administration or the Oregon State Highway Division.

No matter what the outcome of the present controversy involving the Mt. Hood Freeway, it is obvious that the properties under this file must be utilized. Some type of highway connections are absolutely mandatory to US99E or a combination of highway and mass transit facilities.

We therefore request your concurrence in the settlement of this file so this interest payment can soon be terminated.

bc: A. E. Johnson
Walt Barrie
R. L. Schroeder
J. H. Versteeg
J. B. Boyd

JBB:kp dpy

L 5476

I-5-6(14)301

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 25, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

TO Glen L. Green, Division Engineer
Federal Highway Administration

NOTED
F. B. KLABOE

FROM J. B. Boyd, Right of Way Engineer
Oregon State Highway Division

SUBJECT File 28365-Portland Traction Company (L-5467), East Marquam Interchange, Pacific Highway, Multnomah County, Project I-5-6(14)301

By correspondence dated February 22, 1973, you have requested that additional information be supplied as follows:

1. A copy of the 1968 stipulation which provided that the date of valuation remain at February 24, 1966 is attached.

2. The legal memo of September 27, 1972 is the attorney's own opinion and is not a legal opinion as shown in his June 20, 1973 letter attached.

3. The Portland Traction Company appraisal does not contain allowances, which in your counsel's opinion, Federal funds should not participate. This is confirmed in the attached June 20, 1973 letter.

4. The attached copy of a letter from L. James Bergmann, attorney for Union Pacific Railroad agrees that Portland Traction Company will accept $153,093 plus interest for 3.16 acres as per the original description.

RECEIVED
STATE HWY ENGR
JUN 26 73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

5. Additional documentation is provided by the railroad, a copy of which is attached.

We trust this additional documentation is sufficient to provide your approval.

attachment

cc: F. B. Klaboe ✓
L. H. Young
A. E. Johnson
V. E. Skoog
M. R. Mitchell

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

6516

6576

I-5-6(41)301

DATE March 1, 1973

TO A. E. Johnson
Deputy State Highway Engineer

NOTED
A. E. JOHNSON

FROM John R. Oakes
John R. Oakes
Assistant Right of Way Engineer

SUBJECT File 28365-Portland Traction Company (L-5467), East Marquam Int., Pacific Highway, Multnomah County, Project I-5-6(~~14~~41)301

In accordance with your request, I have discussed the matter of reply to Vernon V. Cusack's Memorandum of February 22, 1973, concerning subject file with our Appraisal Unit.

We are currently seeking clarification of the major points at issue from our legal counsel. Certain answers will probably require contact with the railroad.

As soon as the necessary information is at hand, we will prepare the reply.

RECEIVED
STATE HWY ENGR
MAR 2 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 22, 1973

In reply refer to: 10-35.7

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(14)301
East Marquam Interchange
File 28365 (L-5467)
Portland Traction Company

Info
Inves
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Info

FOR
REFER TO

FEB 26 '73

RECEIVED
STATE HWY ENGR

John Cahan
RW
2-28-73

Assistant Right of Way Engineer Oakes' January 26 letter advised that the State's review appraisal had been increased from $85,250 to $159,250. The increase is evidently based upon Portland Traction's appraisal as well as several legal memorandums which were approved by the State's Chief Counsel.

A review of our files indicates that our January 28, 1965 letter took exception to the State's appraisals which were in excess of $200,000. The appraisals valued Portland Traction's property on the basis that its highest and best use was for industrial and warehousing purposes. In view of the fact that the State's consultant indicated that reconstitution of the rail facilities would make the railroad whole from an operational and functional standpoint we could not agree with the damages presented in the appraisals. Subsequently the appraisals were revised to give consideration to the easement conditions and the reconstitution of the rail facilities. The revised review of $85,250 was presented to us by Right of Way Engineer Moehring's September 23, 1965 letter. Our December 15, 1965 letter stated in part: "The fourth paragraph of Section 1 does not commit Federal-aid participation in any court award in excess of the review appraisal of $85,250 as prescribed by PPM 21-4.1(2) unless and until the court action is reviewed and approved by our Legal Counsel." In view of this background additional information is requested as follows:

1. Please send us a copy of the 1968 stipulation which provided that the date of valuation would remain as it was on the date the State entered in possession on February 24, 1966.

2. Does the legal memorandum of September 27, 1972 constitute a legal opinion that the approach to valuation used by Appraisers Draper and Burnett is improper from a legal standpoint as a basis for fair market value and just compensation?

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

3. The September 27, 1972 legal memorandum concurs with a legal opinion written by G. E. Rohde on January 20, 1965. This legal opinion was reviewed by our General Counsel's office and the State was advised on March 3, 1965 that Federal funds could not participate in any payment covering the market value of formerly unused ground areas on which buildings must be relocated. Your comments are requested as to whether or not the present review appraisal of $159,250, which is based upon Portland Traction's appraisal, includes allowances in which Federal funds would not participate per our March 3, 1965 letter.

4. Does the State have a firm proposal for settlement with the Portland Traction Company in the amount of $153,000?

5. The railroad company's appraisal provides no documentation whatsoever for the damage allowances nor for the percentage rate used in determining the value of the easement. It is difficult to see how such an appraisal can be acceptable as a basis for the review appraisal of $159,250. Your comments are requested.

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
STATE HWY ENGR
JAN 29 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

January 26, 1973

TO Glen Green, Division Engineer
Federal Highway Administration

FROM John R. Oakes, Assistant Right of Way Engineer
Oregon State Highway Division

SUBJECT File 28365-Portland Traction Company (L-5467), East Marquam Interchange, Pacific Highway, Multnomah County, Project I-5-6(~~14~~)301

After extensive conferences, correspondence and research both internally and with railroad personnel, it has become evident that the State's approach to value as used in prior negotiations was not based upon sound legal concepts. For these reasons, as well as for other judgment items, our Appraisal Unit has revised its review of the subject taking and basically concurs with the determination of value as submitted by Mr. L. H. Phipps for the railroad.

Attached are copies of this most recent review and of two memorandums to file by Mr. Jack Sollis concerning our legal position.

Although we are confident that we can now reach a reasonable and justifiable settlement with the railroad, because of the many complications that have beset this file, we hereby request your prior concurrence as provided in Par. 2d, PPM 80-4.

attachment

cc: F. B. Klaboe
A. E. Johnson
L. H. Young
V. E. Skoog
M. R. Mitchell

RECEIVED
FEB 24 1972
FOR FILING

I-5-6(41)301
6576

February 23, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Easement to Portland
Traction Company
East Marquam Intchge. Sec.
Project No. I-5-6(58)301

Dear Sir:

Attached are four copies of the above captioned easement granted by the State to the Portland Traction Company for their platform and track beneath the East Marquam Interchange.

This easement is given in fulfillment of the State of Oregon's obligation as set forth on page 6 of the agreement between the parties concerned, dated December 14, 1965.

Please return one copy stamped approved for our files.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
L. H. YOUNG
L. H. Young
Programing Engineer

Attach.
DAR:dg

files

RECEIVED
MAR 1 - 1972

FORM E-30 (REV. 10-69)
FOR FILING

4576

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 17, 1972

RAILROAD COMPANIES
FILE No. 631

SUBJECT: R/W File No. 28365
Easement to Portland Traction Company
East Marquam Interchange Section
Pacific Highway
Multnomah County

To: Mr. Floyd Query
Secretary
State Highway Commission
BUILDING

Attached you will find one copy of the above captioned easement granted by the State to the Portland Traction Company for their platform and track beneath the East Marquam Interchange.

The State's original fully executed counterpart has been handed to Velda DeGuire in the Right of Way Section for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: F. B. Klaboe
A. E. Johnson
W. J. Hart w/attachment
R. N. Chase " (4)
J. R. Oakes "
J. L. Sollis "
H. S. Couter "
D. R. Adams "
Jack Hesla "

Fran ✓

Phyllis,
Do you file these duplicates or throw 'em?
HE

3-7-72
noted in agree book
fm

NOTED
FLOYD QUERY

6P°52475-734

RECEIVED
BUILDING

I-5-6.11
6516

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 4, 1971
SAlem, Oregon

To: D. H. Moehring
Right of Way Engineer

B U I L D I N G

SUBJECT: Portland Traction Company
East Marquam Interchange
Pacific Highway (I-5)
Multnomah County

Reference is made to Jack Sollis' December 15 letter in regard to attempting a settlement with Portland Traction at this time for the property we presently occupy in the East Marquam Interchange. At such time as plans are finalized for the remainder of the interchange a second taking would be made.

A review of the before and after aerial maps of the Portland Traction property shows major revision has been made to trackage, presumably necessitated by the taking we have actually made as well as by the preliminary plans for the future taking. Further revisions will be needed to fit the future taking and it would appear that it would be impossible to assess the costs and damages of the two takings separately. If you believe that this can be done, please advise me and a description will be prepared for the actual present taking.

Frank L. Hall
Design Engineer
By:

A. D. Olson
Preliminary Design Engineer

ADO:jh
cc: H. S. Coulter
E. S. Hunter
T. W. Litchfield

RECEIVED
JAN 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD J. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND [illegible]

JAMES A. BLEVINS — JOHN R. [illegible]
JAMES P. CRONAN, JR. — FRANK C. [illegible]
QUINTIN B. ESTELL — EARL M. [illegible]
LAWRENCE J. HALL — R. KEN [illegible]
LESLIE D. HAMPTON — JAMES A. [illegible]
ROBERT A. HOLLAND — JACK L. [illegible]
DONALD J. HOWE — CARLOTTA H. [illegible]
ASSISTANT ATTORNEYS GENERAL

December 15, 1971

D. H. [illegible]

NOTED
JOHN R. DAKES

Mr. Dave Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

Re: State v. Portland Traction Company, Multnomah County Circuit Court Case No. 329677 (L-5467) 28365

Dear Dave:

This case, as you know, was dismissed with the idea that we would get some new descriptions and refile it. It appears now that they will not know exactly what additional property they will need from the railroad for another couple to three years. Inasmuch as interest is accumulating on the property we have already occupied, I would strongly urge that the descriptions of the property we are presently occupying be separated out and reappraised and if a settlement cannot be reached, that the condemnation action be continued on the property we are now actually occupying rather then let it wait for another two or three years. If we let it wait two or three years, the increase in property values as well as the interest will amount to a substantial amount of money.

If you have any questions regarding the procedure to get this thing rolling again, please do not hesitate to call me.

Sincerely yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Jack L. Sollis
Assistant Attorney General
Trial Division

REFERRED 12-17-71
TO Frank Hall
FOR Description of property
PLEASE REPLY BY
DAVID H. MOEHRING

JLS:ljh

RECEIVED
NOV 20 1970
FOR FILES

November 19, 1970

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for your meeting of November 24 an easement from the State of Oregon to the Portland Traction Company granting the railroad the right to reconstruct, operate, maintain and use a platform, track and associated appurtenances in the block bounded by the Willamette River, S. E. Hawthorne Boulevard, S. E. Water Avenue, and S. E. Clay Street beneath the East Marquam Interchange in Portland.

This agreement sets forth the conditions the Railroad must observe in their enjoyment of this easement beneath our structure.

These conditions have been agreed upon by the Railroad and the State and approved by the Federal Highway Administration. The granting of this easement is in accordance with the Railroad-State agreement of December 14, 1965, and is without monetary consideration.

We recommend your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
V. D. Wolfe
F. D. Morgan (Attn: T. W. Litchfield)
R. L. Schroeder

TWL:dl sr

Form FHWA-1[illegible]

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

RECEIVED
NOV 2 1970

I-5-6(14)301

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

DATE: October 29, 1970

In reply refer to: 08-35.7

Orig to Construction 11-2

SUBJECT: Oregon Project I-5-6(14)301
Russell Street - Harbor Drive
Easement to Portland Traction Company
File No. 28365
(Mr. T. W. Litchfield's October 23 Letter)

On August 26 we approved a copy of the lease which was submitted with Mr. Litchfield's August 7 letter. The current form of the lease contains a minor revision in the statement of consideration which has no effect on the terms and conditions; therefore, it is approved.

cc:
OSHD (T W Litchfield)
OSHD (D H Moehring)
OSHD (Jack Sollis)

NOTED
A. E. JOHNSON

RECEIVED
NOV 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 28 1970

Form FHWA-R2 (12-67)

UNITED STATES GOVERNMENT

Memorandum

I-5-6(14)301
6576

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 26, 1970

In reply refer to: 08-35.7

SUBJECT: Oregon Project I-5-6(14)301
Russell Street - Harbor Drive
Easement to Portland Traction Company
File 28365
(Mr. T. W. Litchfield's August 7 letter)

The proposed easement submitted with Mr. Litchfield's letter has been reviewed and found acceptable and is approved.

cc:
OSHD (Jack Sollis)
OSHD (T. W. Litchfield)
OSHD (D. H. Moehring)

8-28-70

REFERRED TO
Hall
BY ASST. STATE HWY. ENGR.

NOTED
TOM EDWARDS

NOTED
F. B. KLABOE

RECEIVED
AUG 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 29 1970

OREGON STATE
HIGHWAY DIVISION

NOTED
R. L. PORTER

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 28, 1970

Southern Pacific Transportation Company
1 Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

Re: Easement to Portland Traction Co.
East Marquam Interchange Section
Pacific Highway
Multnomah County
R/W File 28365
YOUR FILE: 911700/323
O-PD-62-9

Gentlemen:

This is in reply to your letter dated February 17, 1970, with which you submitted to us a copy of our proposed easement which we transmitted to you with our letter dated December 29, 1967.

On the copy you returned you proposed certain changes which have now been reviewed by the State and the Bureau of Public Roads and we have the following comments in that regard:

Paragraph B

The addition you proposed to this paragraph would permit the storage of carloads of inflammable, volatile or explosive substances within the easement area. Such storage is considered a potential danger to this important highway structure and therefore the change you request cannot be approved.

Paragraph E

The deletion of this paragraph could allow the construction of substandard, dangerous or other undesirable buildings. Inasmuch as the State must retain the authority to approve reconstruction or material alteration of existing facilities as well as those which may be constructed in the future, we cannot agree to the deletion of this paragraph.

Paragraph F

In the interest of protection to and maintenance of the structure no use, except by vehicles where appropriate, should be made of the 8-foot clearance area under the structure nor should there be any activity within 5 feet of the supporting bents. Therefore we cannot agree to your proposed revisions of this paragraph.

Paragraph H

Related highway facilities could include drain pipes, lighting, signing, etc., and such facilities should not be disturbed by your operations. Therefore we cannot agree to the deletion you proposed in this paragraph.

Paragraph J

In order to avoid damage to existing drainage facilities, utility installations, footings and other underground installations, we must be notified of your intention to excavate for the installation of other facilities. Therefore we cannot agree to the proposed deletion of the last sentence of this paragraph.

Paragraph L

We have no objection to the deletion of this paragraph.

If this is acceptable, please advise and we will proceed with the preparation of the final document and present it to our Commission for approval.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
cc: Southern Pacific - Portland

R. E. Simpson (w/copy of SP letter)
R. L. Porter "
L. I. Lindas "
D. H. Moehring "
A. E. Johnson "

RECEIVED
APR 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

S-8705

Southern Pacific
Transportation Company

One Market Street, San Francisco, California 94105

February 17, 1970

H. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. E. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

Routing

Morgan
Decker
Bond
Walker
Boehine
Johnson

RECEIVED
FEB 19 1970
CONSTRUCTION DIVISION

Peets
Swan
Glenn
1 Litchfield V
Gallagher
Stein

IN REPLY PLEASE REFER TO
911700/323
0-PD-62-9

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attn.: Mr. T. W. Litchfield, Utilities Liaison Engineer

Dear Sir:

This has reference to your letter of December 29, 1967, file Easement to Portland Traction Company, East Marquam Interchange Pacific Highway, Multnomah County, R/W File 28365 furnishing draft of proposed easement to Portland Traction Company for our review.

Returned herewith is one copy of said draft with our comments noted thereon and two prints of our drawing A-3053, dated December 9, 1966.

If you find the draft, as corrected, satisfactory, will you please arrange for preparation of the easement document and forward to us for further handling.

Yours very truly,

H. M. Williamson
jak

Attach:

Copy to Sells for approval

2-25-70

T

OREGON DIV'N.
DRAWING A-3053
SHEET NO.

Pioneer Car Leasing

Flynn Forwarding

Block 2

ST.

CLAY ST.

239.31'

Portland Traction Company Team Track & Unloading Dock

Block 21

Block 20

1.22 [illegible]

344.31'

WATER ST.

FIRST ST. To San Francisco

HAWTHORNE BLVD

Block 12

Block 11

S.E.

To Portland

Harbor Line

WILLAMETTE RIVER

HAWTHORNE BRIDGE

Section 3 T.1.S., R.1.E

LEGEND

Red tint shows easement

Shows Portland Traction Co. property line

SOUTHERN PACIFIC COMPANY
PACIFIC LINES

Main Line
East Portland
Easement for Team Trk. & Unloading Dock
State of Oregon to Portland Traction Co.
Scale 1"=100' DWM Dec 9, 1966

DRAWER

To File 28365, L-5467

EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that for and in consideration of the sum of One and No/100 Dollar ($1.00), and other valuable consideration by it received, the State of Oregon, by and through its State Highway Commission, hereinafter referred to as "State", does hereby grant to Portland Traction Company, a corporation, hereinafter referred to as "Corporation", its successors and assigns, a perpetual easement, license and right to operate, maintain, reconstruct and use the team track, platform, ramp and appurtenances thereto presently located on the hereinafter described premises, upon the terms and conditions hereinafter set out, said premises being described as follows, to wit:

A parcel of land lying in Section 3, Township 1 South, Range 1 East, Willamette Meridian, City of Portland, Multnomah County, Oregon; the said parcel being described as follows:

Beginning at a point on the South line of Southeast Hawthorne Boulevard, 344.31 feet West of the intersection of the South line of said Southeast Hawthorne Boulevard and the West line of Southeast Water Avenue; thence West along said South line of Southeast Hawthorne Boulevard extended Westerly 246 feet, more or less, to the East harbor line of the Willamette River as established by Ordinance 7995 of the City of Portland; thence Southerly along said East harbor line 202 feet, more or less, to the North line of Southeast Clay Street; thence East along the North line of Southeast Clay Street 299 feet, more or less, to a point, said point being 239.31 feet West of the intersection of the North line of Southeast Clay Street and the West line of Southeast Water Avenue, said point, also, being 17 feet, when measured at right angles to the right of way line of the State of Oregon property acquired from Hawthorne Investment Company, under final judgement of Case 257,597, dated December 4, 1959; thence Northwesterly in a straight line 17 feet Southwesterly from, and parallel to, said State of Oregon right of way line, 220 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 1.22 acres.

The easement herein granted shall be upon the following terms and conditions:

A. The rights of ingress to and egress from the hereinabove described premises shall be by way of the adjoining public streets only, there being no rights of access allowed to State's overhead highway structures.

B. Commodities of such kinds and in such quantities as are allowed pursuant to Interstate Commerce Commission regulations may be handled in the normal operations of the corporation. There shall be no storage of inflammable, volatile or explosive substances within the exclusive easement area, except ladings on railroad cars.

C. No hazardous or unreasonably objectionable smoke, fumes, vapor or odors shall be permitted to rise from said premises to the travelled surface of State's overhead highway structures.

D. The facilities now located or reconstructed on said premises shall be properly operated and maintained so as to adequately safeguard State's overhead highway structures against fire and other hazards.

and No/100 Dollar ($1.00), and other valuable consideration by it received, the State of Oregon, by and through its State Highway Commission, hereinafter referred to as "State", does hereby grant to Portland Traction Company, a corporation, hereinafter referred to as "Corporation", its successors and assigns, a perpetual easement, license and right to operate, maintain, reconstruct and use the team track, platform, ramp and appurtenances thereto presently located on the hereinafter described premises, upon the terms and conditions hereinafter set out, said premises being described as follows, to wit:

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B. Commodities of such kinds and in such quantities as are allowed pursuant to Interstate Commerce Commission regulations may be handled in the normal operations of the corporation. There shall be no storage of inflammable, volatile or explosive substances within the exclusive easement area, except ladings on railroad cars.

C. No hazardous or unreasonably objectionable smoke, fumes, vapor or odors shall be permitted to rise from said premises to the travelled surface of State's overhead highway structures.

D. The facilities now located or reconstructed on said premises shall be properly operated and maintained so as to adequately safeguard State's overhead highway structures against fire and other hazards.

~~E. Reconstruction or material alteration of the facilities now located on said premises, or the construction of new buildings or structures will be allowed only upon the written approval of the plans by the State Highway Engineer.~~

F. No ~~[illegible]~~ shall be permitted above a horizontal plane which is 8 feet below the underside of State's overhead highway structures, ~~nor shall trees be allowed to grow within five feet of the supporting~~ ~~banks of said highway structures.~~

G. No advertising sign, display or device shall be placed on said premises except those which may be approved by State.

H. There shall be no interference with State's overhead highway structure. ~~or facilities related thereto.~~

I. Parking areas for motor vehicles may be constructed, used and maintained within the exclusive easement area.

J. Overhead and underground electric, telephone and telegraph circuits, water, oil, gas, steam, air, sewer and drainage lines and other such facilities required in the operations of the corporation as they are presently located or as they are relocated pursuant to an agreement in order to conform with the construction of the highway structures, may be operated, maintained, altered and reconstructed by the corporation within the exclusive easement area and additional such facilities may be constructed, operated, maintained and reconstructed within said exclusive easement area; provided that all applicable state and federal safety regulations are complied with. ~~The State shall be notified of the location of the additional facilities.~~

K. Corporation, its successors and assigns, shall indemnify and hold harmless, State, its Commission members, employees, officers and agents against all and any claims for loss or damages which may result from any injury to, or death of, any person or from the loss of or damage to property of any kind or nature caused by or resulting from the activities conducted by Corporation, its employees, agents, licensees or permittees on said premises.

~~L.~~ Delete Corporation shall comply with the following Rules and Regulations of the Bureau of Public Roads: (1) no person, on the ground of race, color, or national origin, shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of the premises and the facilities located thereon, (2) that in connection with the construction of any improvements on the premises and the furnishing of services thereon, no discrimination shall be practiced in the selection of employees and contractors, by contractors in the selection and retention of first-tier subcontractors, and by first-tier subcontractors in the selection and retention of second-tier subcontractors, (3) that such discrimination shall not be practiced against the public

G. No advertising sign, display or device shall be placed on [illegible] those which may be approved by State.

H. There shall be no interference with State's overhead highway structure. ~~or facilities related thereto.~~

I. Parking areas for motor vehicles may be constructed, used and maintained within the exclusive easement area.

J. Overhead and underground electric, telephone and telegraph circuits, water, oil, gas, steam, air, sewer and drainage lines and other such facilities required in the operations of the corporation as they are presently located or as they are relocated pursuant to an agreement in order to conform with the construction of the highway structures, may be operated, maintained, altered and reconstructed by the corporation within the exclusive easement area and additional such facilities may be constructed, operated, maintained and reconstructed within said exclusive easement area; provided that all applicable state and federal safety regulations are complied with. ~~The State shall be notified of the location of the additional facilities.~~

K. Corporation, its successors and assigns, shall indemnify and hold harmless, State, its Commission members, employees, officers and agents against all and any claims for loss or damages which may result from any injury to, or death of, any person or from the loss of or damage to property of any kind or nature caused by or resulting from the activities conducted by Corporation, its employees, agents, licensees or permittees on said premises.

D. Date Corporation shall comply with the following Rules and Regulations of the Bureau of Public Roads: (1) no person, on the ground of race, color, or national origin, shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of the premises and the facilities located thereon, (2) that in connection with the construction of any improvements on the premises and the furnishing of services thereon, no discrimination shall be practiced in the selection of employees and contractors, by contractors in the selection and retention of first-tier subcontractors, and by first-tier subcontractors in the selection and retention of second-tier subcontractors, (3) that such discrimination shall not be practiced against the public in their access to and use of the facilities and services provided for public accommodations (such as eating, sleeping, rest, recreation, and vehicle servicing) constructed or operated on, over, or under the space of the right of way, and (4) that Corporation shall use the premises in compliance with all other requirements imposed pursuant to

Title 15, Code of Federal Regulations, Commerce and Foreign Trade, Subtitle A, Office of the Secretary of Commerce, Part 8 (15 C.F.R., Part 8) and as said Regulations may be amended.

In the event of breach of any of the above nondiscrimination rules and regulations, all rights herein granted shall cease and State shall have the right to re-enter and repossess said premises, including the facilities thereon and all rights in said premises and facilities shall thereupon become vested in State.

TO HAVE AND TO HOLD said easement and rights above set forth unto the Portland Traction Company, its successors and assigns, forever.

This easement is given in fulfillment of State's obligation as set forth on Page 6 of that certain agreement between the parties herein, dated December 14, 1965.

IN WITNESS WHEREOF, the State of Oregon, by and through its State Highway Commission, has caused the seal of said Commission to be affixed hereunto and these presents to be executed on this the _____ day of _____, 1967.

ATTEST:

_____
Secretary

APPROVED:

_____
Assistant State Highway Engineer

APPROVED AS TO FORM:

_____
Chief Counsel

_____
Staff Attorney

STATE OF OREGON, by and through its State Highway Commission

By _____
Chairman

By _____
Commissioner

By _____
Commissioner

APPROVED:

PORTLAND TRACTION COMPANY

By _____

STATE OF OREGON)
) ss
County of Marion)

On this _____ day of _____, 1967, before me appeared Glenn L. Jackson, David B. Simpson and Fred W. Hill, to me personally known, who, each being duly sworn, did say that he, the said Glenn L. Jackson, is Chairman of the State Highway Commission of the State of Oregon, and that he, the said David B. Simpson and he, the said Fred W. Hill is State Highway Commissioner of the State of Oregon; that the seal affixed to said instrument is the seal of the State Highway Commission, and that the said instrument is signed and sealed in behalf of said State by said Commission, and

all rights herein granted shall cease and State shall have the right to re-enter and repossess said premises, including the facilities thereon and all rights in said premises and facilities shall thereupon become vested in State.

TO HAVE AND TO HOLD said easement and rights above set forth unto the Portland Traction Company, its successors and assigns, forever.

This easement is given in fulfillment of State's obligation as set forth on Page 6 of that certain agreement between the parties herein, dated December 14, 1965.

IN WITNESS WHEREOF, the State of Oregon, by and through its State Highway Commission, has caused the seal of said Commission to be affixed hereunto and these presents to be executed on this the _____ day of _____, 1967.

ATTEST:

_____
Secretary

APPROVED:

_____
Assistant State Highway Engineer

APPROVED AS TO FORM:

_____
Chief Counsel

_____
Staff Attorney

STATE OF OREGON, by and through its State Highway Commission

By _____
Chairman

By _____
Commissioner

By _____
Commissioner

APPROVED:

PORTLAND TRACTION COMPANY

By _____

STATE OF OREGON)
) ss
County of Marion)

On this _____ day of _____, 1967, before me appeared Glenn L. Jackson, David B. Simpson and Fred W. Hill, to me personally known, who, each being duly sworn, did say that he, the said Glenn L. Jackson, is Chairman of the State Highway Commission of the State of Oregon, and that he, the said David B. Simpson and he, the said Fred W. Hill is State Highway Commissioner of the State of Oregon; that the seal affixed to said instrument is the seal of the State Highway Commission, and that the said instrument is signed and sealed in behalf of said State by said Commission, and that the said Chairman and the said Commissioners acknowledge said instrument to be the free act and deed of said State, by said State Highway Commission.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

My Commission expires _____ _____
Notary Public for Oregon

RECEIVED
APR 16 1970
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

I-5-6(41)301

6516

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308
DATE: April 14, 1970

In reply refer to: 08-35.7/410.3

SUBJECT: Oregon Project I-5-6(14)301
Russell Street-Harbor Drive
Easement to Portland Traction Company, File 28365
(Mr. T. W. Litchfield's March 4 letter)

Public Roads approved the original draft of this easement on August 15, 1967. The draft submitted with Mr. Litchfield's letter contains several changes and deletions which were made by the Railroad. Most of these are considered undesirable for the following reasons:

Paragraph B

This change would permit the storage of carloads of inflammable, volatile, or explosive substances within the easement areas. Such storage is considered a potential danger to this important highway structure.

Paragraph E

To preclude the possibility of construction of substandard, dangerous or other undesirable buildings the State should retain the authority to approve reconstruction or material alteration of existing facilities as well as those which may be constructed in the future.

Paragraph F

In the interest of protection to and maintenance of the structure, no use except by vehicles where appropriate, should be made of the 8-foot clearance area under the structure. If buildings are permitted below the 8-foot clearance, inclusion of language similar to that found in Paragraph 7(a) of Exhibit "D" to the Union Pacific-State Agreement for the area under the east approaches to the Fremont Bridge would be advisable.

It would not be objectionable to conduct activities within 5 feet of supporting bents as long as some suitable physical protection is provided.

(more)

NOTED
F. B. KLAUSE

1-16-70
REFERRED TO
Young - Litchfield

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Paragraph H

Related highway facilities could include drainpipes, lighting, signing, etc. Such facilities should not be interfered with.

Paragraph J

In order to avoid damage to existing drainage facilities, utility installations, footings, etc., it would be advisable for the State to at least require notification of the Railroad's intention to excavate for installation of other facilities.

Paragraph L

There is no objection to deletion of this paragraph.

RECEIVED
APR 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 17 1970

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 13, 1970

In reply refer to: 08-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(41)301
East Marquam Interchange
Court Judgment in Favor of Lord Brothers
(Mr. Skoog's letter, 12-31-69)

Your December 31, 1969 submission requested consideration of a claim resolved by court action on the subject project. The court's judgment in the amount of $1001.50 is approved for Federal participation.

orig. to Skoog
2-16-70

REFERRED TO

BY ASST. STATE HWY. ENGR

RECEIVED
FEB 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 30 1969
FOR FILING

I-5-6(41)301
6576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 29, 1969

To:

Mr. V. E. Skoog
Controller
B u i l d i n g

SUBJECT: Lord Bros. Contractors, Inc.
v.
State of Oregon
Marion County Circuit Court
No. 65460
Our file: L-5833
East Marquam Interchange
Contract No. 6576
I-5-6(41)301

We understand that the Bureau of Public Roads has asked you to obtain from the Legal Section a summary of the nature of the above case, and the basis for the judgment therein. This letter is intended to serve that purpose, and we suggest that you send it, or a copy thereof, to the appropriate person at the Bureau's Division Office.

In this case the contractor sought recovery on two separate counts or claims arising out of the project. The court allowed recovery on the first count and denied recovery on the second. It is assumed that the Bureau's primary interest is in the first count, where recovery was allowed.

The first count or claim was for $1060 additional costs incurred in obtaining alternate access to a portion of the work area which was inaccessible from public streets. In the contract, the State had expressly undertaken to provide access by means of a specific private road across property owned by Portland General Electric Co. Because of inability to reach immediate agreement with PGE on a number of related matters, the State was unable to provide access by that route, and agreed by letter to reimburse the contractor for the legitimate cost of acquiring alternate access. Such letter agreement was, we believe, substantially a mere confirmation of what the State's legal obligation was, upon its inability to provide access by the originally contemplated route.

The litigation arose from a dispute as to the amount of the "legitimate cost" of obtaining alternate access. Pursuant to the letter agreement, State paid the contractor $448.50, but refused to reimburse the additional costs billed by the contractor, on the basis that such costs did not arise from the need to obtain alternate access, but in fact were incurred in restoring PGE property after the job, and that such restoration had always been the contractor's obligation under the contract.

NOTED
TOM EDWARDS

At the trial the State adduced evidence to support its position. The contractor introduced evidence (not previously divulged to the State) tending to show that approximately one-third of the restoration costs* were incurred because the lighter construction of the alternate access route broke down under heavy loads, whereas the originally contemplated access would have sustained the same loads without damage.

The court, sitting without a jury, resolved this conflicting evidence in the contractor's favor, and held that the State was obligated to reimburse the contractor for an additional $1,001.50, on the ground that such costs were incurred as a result of the necessity for obtaining and using the alternate access area. Upon this determination that such costs did in fact arise from obtaining the alternate access route, the State's obligation to pay legally follows, whether viewed as part of the damages flowing from the State's breach of its agreement to provide access by the original route, or as part of its obligation under the letter agreement to pay the cost of obtaining alternate access.

The balance of the total judgment of $1209.76 was for $67.40 costs, and $140.86 interest which the court allowed from August 24, 1967. Since this result was based upon a factual, rather than a legal question, no valid ground for appeal is perceived.

The second count or claim was for $1,515.69, costs incurred in delivering, unloading, re-loading and removing steel piling in excess of the quantity actually required for the job. The contractor had ordered excess quantities before final order lists were issued by the State, and the court agreed with the State that under the terms of this contract the costs in handling the excess were the contractor's responsibility.

G. E. ROHDE
Chief Counsel

By

ALAN H. JOHANSEN
Staff Attorney

RECEIVED
DEC 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

AHJ:rh

* There was evidence that altogether the contractor spent in excess of $3,000 in restoration of PGE's property.

bcc: Mr. G. E. Rohde
Mr. R. L. Porter
Mr. Tom Edwards
Mr. I. D. Merchant

RECEIVED
AUG 26 1969
SP*19102-734
FOR FILING
I 5-6(41)30
6516

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25, 1968

To: Mr. G. K. Rohde
Chief Counsel
O F F I C E

SUBJECT: State of Oregon v.
Portland Traction Company
Case No. 329-677
Our file L-5467 R-28365
East Bank Freeway Section
Pacific Highway

The Court, based upon the stipulation of the parties, dismissed the above entitled action. This was necessary because the plans are being revised to conform with new Bureau of Public Roads' requirements. I represented to the railroad's attorneys that we would file a new proceeding as soon as the plans had been finalized. It seems that this matter should be brought to issue as soon as possible.

NOTED
R. L. PORTER

GLEN V. SORENSEN
Staff Attorney

GVS:ab

cc Mr. R. L. Porter
Mr. Leslie B. Hampton
Mr. Adrian D. Olson
Mr. Ted Litchfield
Mr. L. L. Wallace
Mr. Carl E. Smith
Mr. Robert Shotwell

RECEIVED
OCT 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 6 - 1968
FORFILID

UNITED STATES GOVERNMENT

Memorandum

I-5-6(14)301
6576

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: August 30, 1968

In reply refer to: 08-35.7/410.9

NOTED
R. L PORTER

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(14)301
East Marquam Interchange
Portland Traction Company
File 28365 (L-5467)

Chief Counsel G. E. Rohde's letter of August 26, 1968 advised us that additional documentation has been placed in the State's records to support a proposed settlement of $24,730 covering a 21,491 square foot permanent easement to be transferred from Southern Pacific Company to Portland Traction Company. It is our understanding that the proposed settlement will fulfill the State's obligation as outlined in the last paragraph of Item 9 of an agreement with Portland Traction Company dated December 14, 1965.

We have reviewed the additional documentation which includes a memorandum from Review Appraiser Jean Ewen as well as data from the State's appraisers. Based upon the information contained in your records we will approve Federal participation in our pro rata share of the proposed settlement of $24,730. Our approval does not constitute a further obligation of Federal funds concerning the assumption in Mr. Burnett's appraisal which states: "Improvements to be reconstituted at no expense to grantor of the easement along with access thereto".

Ltr to dirg
mailing
9-4-68

9-5-68
Young

RECEIVED
SEP 4 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 9 - 1968
FOR FILING

I-5-6(41)301
1-5-76

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1968

To: Mr. Ivan Merchant
Bridge Engineer

SUBJECT: Lord Bros. Contractors, Inc. VS.
State of Oregon
Contract No. 6576

Building

Attached hereto is copy of complaint which has been served on Floyd Query in the above entitled action.

We would appreciate your review and comments at the earliest convenient date. Our answer or other pleading will be due on July 29th.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks - attachment

cc: Tom Edwards - w/complaint
G. E. Rohde

NOTED
TOM EDWARDS

RECEIVED
JUL 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Received
10:15 AM June 21, 1968
Floyd Oney

In the Circuit Court of the State of Oregon

for the County of Marion

LORD BROS. CONTRACTORS, INC.,
an Oregon corporation,

RECEIVED
JUN 21 1968
CIRCUIT COURT

Contract 6576

vs.

Plaintiff

STATE OF OREGON, acting by and through its State Highway Commission,

Defendant

SUMMONS

To STATE OF OREGON, acting by and through its State Highway Commission

Defendant

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the Complaint filed against you in the above entitled action *within ten days from the date of service of this Summons upon you, if served within this County; or if served within any other County of this State, then within twenty days from the date of the service of this Summons upon you; and if you fail so to answer, for want thereof, the Plaintiff will* take judgment against you as follows: On the first count $1,060.00; on the second count $1,748.89, together with interest at the rate of 6% per annum from August 24, 1967, on all of said amounts, and for plaintiff's costs and disbursements incurred herein.

George C. Reinmiller

CAKE, JAUREGUY, HARDY,
BUTTLER & McEWEN

6-21-68

Floyd Query

for the County of Marion

LORD BROS. CONTRACTORS, INC.,
an Oregon corporation,

RECEIVED
JUN 24 1968
STATE HIGHWAY

Contract 6576

Plaintiff

vs.

STATE OF OREGON, acting by and through its State Highway Commission,

Defendant

SUMMONS

To STATE OF OREGON, acting by and through its State Highway Commission

Defendant

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the Complaint filed against you in the above entitled action *within ten days from the date of service of this Summons upon you, if served within this County; or if served within any other County of this State, then within twenty days from the date of the service of this Summons upon you; and if you fail so to answer, for want thereof, the Plaintiff will* take judgment against you as follows: On the first count $1,060.00; on the second count $1,748.89, together with interest at the rate of 6% per annum from August 24, 1967, on all of said amounts, and for plaintiff's costs and disbursements incurred herein.

George C. Reinmiller

CAKE, JAUREGUY, HARDY,
BUTTLER & McEWEN
ATTORNEYS FOR PLAINTIFF
1408 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 226-7321

FORM No. 190—SUMMONS
STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

TO THE SHERIFF SERVING THIS SUMMONS:

You are hereby directed to serve a copy of the within Summons, together with a copy of the Complaint, upon the Defendant...., ...

and a copy of the within Summons only upon the other Defendant...., ...

.....

Attorney..... for.....

STATE OF OREGON, }
County of..... } ss.

I, ...Sheriff of.....County, Oregon, hereby certify that I have served the within Summons within said County and State on the..... day of....., 19....., on the within named Defendant.....

.....

.....

by personally delivering a copy thereof prepared and certified to by.....Attorney..... for the Plaintiff....., together with a copy of the Complaint mentioned in the within Summons, prepared and certified to by.....Attorney..... for the Plaintiff....., to .....

.....personally and in person.

.....

Sheriff of.....County, Oregon,

By.....
Deputy.

CLERK'S NO. .....
SHERIFF'S NO. .....
BOOK NO. .....
PAGE .....

IN THE CIRCUIT COURT
OF THE
STATE OF OREGON
FOR THE

County of.....

.....
Plaintiff

vs.

.....
Defendant

SUMMONS

Filed .....19.....

.....
Clerk

By.....
Deputy

STEVENS-NESS LAW PUB. CO., PORTLAND, ORE. 19731

CAKE, JAUREGUY, HARDY,
BUTTLER & McEWEN
ATTORNEYS FOR PLAINTIFF
1408 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 226-7321

STATE OF OREGON, }
County of Multnomah } ss.

I, George C. Reinmiller *....., one of Plaintiffs Attorneys, do hereby certify that I have prepared the foregoing copy of Summons and have carefully compared the same with the original thereof; and that it is a correct transcript therefrom and of the whole thereof.*

.... Portland *....., Oregon, dated the* 19th *day of* ~~May~~ June *....., 19* 68 *...*

.....Sheriff.

By.....Deputy.

George C. Reinmiller
of Attorneys for Plaintiff.....

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

LORD BROS. CONTRACTORS, INC., an Oregon corporation, Plaintiff, -vs- STATE OF OREGON, acting by and through its State Highway Commission, Defendant.	No. C O M P L A I N T

Plaintiff complains and alleges as follows:

I.

At all times herein mentioned, plaintiff Lord Bros. Contractors, Inc. was and now is a corporation existing under and by virtue of the laws of the State of Oregon.

II.

The State Highway Commission of the State of Oregon is an entity designated by statute (ORS 30.320) and an action can be brought against it, and the acts and things hereinafter complained of were the acts of the State Highway Commission acting pursuant to its statutory authority.

III.

On or about May 4, 1965, plaintiff and defendant entered into a written contract (No. 6576) whereby plaintiff, hereinafter referred to as the "Contractor", agreed to do certain pile driving, excavation, bridge construction and other construction on the East Marquam Bridge Interchange.

IV.

Contractor has performed all things required of it to be performed under said contract. Consistent with the requirements of said contract, within 90 days following the mailing of the final estimate and voucher, Contractor submitted an itemized statement of the claims set forth in Counts I and II hereof, all of which were denied

CAKE, JAUREGUY, HARRIS, BUTTLER & MCEWEN
ATTORNEYS AT LAW
1400 STANDARD PLAZA—TELEPHONE 226-7321
PORTLAND, OREGON 97204

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

LORD BROS. CONTRACTORS, INC., an Oregon corporation,

Plaintiff,

-vs-

STATE OF OREGON, acting by and through its State Highway Commission,

Defendant.

No.

C O M P L A I N T

Plaintiff complains and alleges as follows:

I.

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CAKE, JAUREGUY, HARRIS, BUTTLER & McEWEN
ATTORNEYS AT LAW
1400 STANDARD PLAZA—TELEPHONE 226-7321
PORTLAND, OREGON 97204

by defendant on August 24, 1967.

FIRST COUNT

I.

It was necessary that contractor have access to the Portland General Electric easement area in order to perform the work required by the above described contract, and by the terms of said contract defendant agreed to provide Contractor with such access. Defendant failed to provide Contractor with access to said area, and notified Contractor that defendant would assume and pay the costs incurred by Contractor in obtaining such access. Contractor's total costs of obtaining access to the subject area, as required to perform said contract, were $1,450.00, of which sum $390.00 has been reimbursed to Contractor, leaving a balance of $1,060.00 presently due and owing from defendant to plaintiff.

SECOND COUNT

As a part of said contract, Contractor was required to furnish approximately 93,925 lineal feet of steel piling. Steel piling in such quantity must be ordered on a "mill order" basis in advance of the required date. Furthermore, since the contract contained penalty provisions for delay, Contractor had to have the piling on the jobsite on the required date. After purchasing the requisite amount of piling and transporting the same to the jobsite, defendant deleted 6,222 lineal feet of piling from the contract. As a direct result of this action by defendant, Contractor suffered damages in the amount of $1,515.69 in transporting 6,222 feet of steel piling to the jobsite, unloading the same, and then reloading the deleted piling and removing it from the jobsite.

WHEREFORE, plaintiff prays for judgment against defendant in amounts as follows:

1. On the first count $1,060.00;

2. On the second count $1,515.69

FORTLAND, OREGON 97204

together with interest at the rate of 6% per annum from August 24, 1967, on all of said amounts, and for plaintiff's costs and disbursements incurred herein.

CAKE, JAUREGUY, HARDY, BUTTLER & McEWEN

By George C. Reinmiller
George C. Reinmiller
Attorney for Plaintiff

CAKE, JAUREGUY, HARDY, BUTTLER & McEWEN
ATTORNEYS AT LAW
1400 STANDARD PLAZA—TELEPHONE 226-7321
PORTLAND, OREGON 97204

RECEIVED
JUN 20 1968

UNITED STATES GOVERNMENT

Memorandum

I-5-6(14)301
6-5467

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301
DATE: June 20, 1968
In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(14)301
East Marquam Interchange
Portland Traction Company
File 28365 (L-5467)

Please refer to Chief Counsel G. E. Rohde's letter of June 11, 1968 which requests our concurrence in a proposed settlement of $24,730 covering a 21,491 square foot permanent easement to be transferred from Southern Pacific Company to Portland Traction Company. It is our understanding that the proposed settlement will fulfill the State's obligation as outlined in the last paragraph of Item 9 of an agreement with Portland Traction Company dated December 14, 1965. We will approve Federal participation in our pro rata share of the proposed settlement subject to the following conditions:

1. The State's records must contain documentation from your Title Section that Southern Pacific has good title that may be transferred to Portland Traction Company.

2. It is our understanding that Southern Pacific has owned the subject property for over 5 years; however, the appraisals do not contain a 5-year record of sales. This information is required.

3. The title report covering the property to be transferred was not made available to the appraisers for their consideration. The reports should be made available to the appraisers and your records so documented.

4. Our approval does not constitute a further obligation of Federal funds concerning the assumption in Mr. Burnett's appraisal which states: "Improvements to be reconstituted at no expense to grantor of the easement along with access thereto."

5. Mr. Draper's appraisal of the easement does not include the required appraiser's affidavit. His appraisal should include the certification.

If your records can be satisfactorily documented concerning the above-mentioned conditions, this letter constitutes our approval of this proposed settlement.

orig to P... 6-24-68

copies to Morgan 6-25-68 Young Main...

RECEIVED
JUN 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-1
RECEIVED
JUN 18 1968
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I 5-6(14)301
6-14

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 11, 1968

R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97310

Re: Oregon Project I-5-6(14)301
East Marquam Interchange
File R-28365 (L-5467)
Portland Traction Company
Your File 08-35.7

Dear Mr. Simpson:

In reply to your letter of May 15 concerning payment to Portland Traction Company for the purchase of a permanent easement from the Southern Pacific Company, we have now received a compromise offer of settlement from Southern Pacific Company in the amount of $24,730.

This is $2,130 in excess of our appraisal of $22,600.

In our agreement with the Portland Traction Company dated December 14, 1965, with reference to the property we are discussing, the highway department committed itself as follows:

> "Railroad shall obtain from the Southern Pacific Company an easement for railroad purposes to permit the construction and use of tracks, platform and associated appurtenances on certain parcels of Southern Pacific property in the vicinity of S. E. Third Avenue, S.E. Union Avenue, and S. E. Lincoln Street as shown on the attached prints. State shall reimburse Railroad for any and all expense incurred by it in connection with acquisition of such easement."

On the basis of that, the railroad could have insisted on their original figure of $26,860.

In reviewing the file it is our opinion that the increase is insubstantial under the circumstances and I would appreciate you concurring in payment to the railroad of the sum of $24,730 before we advise the railroad that such a figure is acceptable.

Very truly yours

G. E. ROHDE
Chief Counsel

RECEIVED
JUN 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:lf cc: R. L. Porter
F. B. Klaboe
D. H. Moehring

File 247

RECEIVED
MAY 17 1968
FEDERAL HIGHWAY ADMINISTRATION

Memorandum

I-5-6(14)301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: for R. M. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE.-Salem OR 97301

DATE: May 15, 1968
In reply refer to: 08-35.7

SUBJECT: Oregon Project I-5-6(14)301
East Marquam Interchange
File 28365 (L-5467), Portland Traction Company

Staff Attorney Jack L. Sollis' letter of April 29, 1968 transmitted a copy of the title report concerning property to be sold to Portland Traction Company by Southern Pacific Company in accordance with the State's agreement with Portland Traction Company dated December 14, 1965. The agreement stated in part: "Railroad shall obtain from the Southern Pacific Company an easement for railroad purposes to permit the construction and use of tracks, platform, and associative appurtenances on certain parcels of Southern Pacific property in the vicinity of SE. 3rd Ave., SE. Union Ave., and SE. Lincoln St. as shown on the attached prints. State shall reimburse railroad for any and all expense incurred by it in connection with acquisition of such easement."

It is our understanding that you are attempting to reach agreement with Portland Traction Company for settlement on the basis of your review appraisal of $22,600 dated January 29, 1968. As a basis for Federal participation in the cost of the easement your records must contain documentation from your Title Section that Southern Pacific Company has good title that may be transferred to Portland Traction Company.

Okay to Pursue
Jack Sollis
5-16-68

Federal participation will be on the basis that the settlement does not substantially exceed the review appraisal of $22,600. Please keep this office advised as to the outcome of the negotiations.

Enclosure
Prints

RETURNED TO ✓ ✓-5 17
Fitzgerald Young
Staff Attorney, Title Unit, L-5467

RECEIVED
MAY 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 8 - 1968

I-5-6(41)301
6576

March 7, 1968

General Insurance Company of America
Portland Service Office
~~209 S. W. 4th Avenue~~ (hotel) Sent to 520 S. W 6th
Portland, Oregon 97204 Portland

Gentlemen:

A post-final payment for $1,342.49 will be made to Lord Bros. Contractors, Inc., on Contract No. 6576 for structure, grading, paving, signing, and illumination on the East Marquam Interchange Unit, East Bank Freeway Section of the Pacific Highway in Multnomah County, as soon as the warrant is prepared.

The total amount paid on this contract will be $3,637,705.16 including the post-final payment. Of the total $42,914.87 is for force account work.

Very truly yours,

Floyd Chaney, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Lord Bros. Contractors, Inc.
9233 North Calvert
Portland, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
FEB 29 1968

UNITED STATES GOVERNMENT

Memorandum

I-5-6(41)301
157k

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: February 27, 1968

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(41)301
East Marquam Interchange
File 28365, Portland Traction Company

The State's review appraisal dated January 29, 1968 includes an item of $22,600 as reimbursement to Portland Traction Company for an easement which is being acquired from the Southern Pacific Railroad. The State agreed to such reimbursement in a previous agreement with Portland Traction Company. The easement was considered by the State's appraisers as tantamount to a fee taking and was valued on this basis. Before we can approve Federal participation in the easement amount, additional information is requested as to the type of easement being secured by Portland Traction Company from Southern Pacific Company. In addition, we would like to know whether or not Southern Pacific holds fee title to the area being transferred and whether or not such fee is encumbered in any way. This would require a title report.

As soon as this information can be obtained, we would appreciate being advised as to the interest being obtained and the interest held by Southern Pacific Company.

NOTED
F. B. KLABOE

2-29-68
REFERRED TO
Mechtenberg
BY ASST. STATE HWY. ENGR.
cc to Littlefield - Soldiz - Young

RECEIVED
FEB 28 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-5-6(111)-341
4576

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 9, 1968

Southern Pacific Company
65 Market Street
San Francisco, California 94105

NOTED
R. L. PORTER

Re: L 5467 - Portland Traction Company
Your File 911700/323
O-PD-62P

Attention: Mr. H. M. Williamson
Chief Engineer

Dear Mr. Williamson:

On November 13, 1967, you forwarded your appraisal in the amount of $26,860 for certain easements to be conveyed by Southern Pacific Company to Portland Traction Company and which the State Highway Commission was to pay for pursuant to an agreement.

We have had the property appraised by our appraisers and feel that the amount of $22,600 is the proper amount of consideration to be paid for this land. We would therefore request that you consider this amount rather than the $26,860 set forth in your appraisal.

Yours very truly,

G. E. ROHDE
Chief Counsel

By

JACK L. SOLLIS
Staff Attorney

JLS/bdr
cc: R. L. Porter
F. B. Klaboe
Frank McKinney
T. W. Litchfield
A. E. Johnson

RECEIVED
FEB - 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-103X 10M 6-67

RECEIVED
FEB 13 1968
PORTLAND

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-5-6(41)301
L-11

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 8, 1968

Southern Pacific Company
65 Market Street
San Francisco, California 94105

Re: File No. L 5467
Portland Traction Company
East Marquam Interchange
Your File 911700/323
O-PD-62-9

Attention: Mr. H. M. Williamson
Chief Engineer

Dear Mr. Williamson:

Please be advised that we have had our appraisals brought up to date and reviewed the appraisal submitted by your office and find that we cannot accept your appraisal of $153,093.

We are at this time prepared to offer the sum of $89,500 and inasmuch as the Court has notified us that this case will be dismissed March 1, 1968, unless it is brought to issue, we are proceeding to make service upon Portland Traction Company and expect them to enter an appearance prior to March 1, 1968.

Yours very truly,

G. E. ROMBE
Chief Counsel

By

JACK L. SOLLIS
Staff Attorney

JLS/bdr
cc: Mr. Wm. Jackle, President
Portland Traction Company
65 Market Street
San Francisco, California 94105

cc: R. L. Porter
P. B. Klaboe
F. C. McKinney
D. Moehring

RECEIVED
DEC 22 1967

UNITED STATES GOVERNMENT

Memorandum

FOR FILE
I-5-6(41)-1
6:76

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: December 19, 1967

In reply refer to: 08-35.7/410.3
X Ref: I-5-6(58)301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(41)301, Russell Street - Harbor Drive
Easement to Portland Traction Company
(Mr. Jack L. Sollis' November 21, 1967 letter)

The easement document enclosed with Mr. Sollis' letter is a suitable basis for permitting Portland Traction Company the use of that area of Interstate highway right of way described in the easement. Our approval to grant the easement was contained in our August 15, 1967 memorandum. The area in question lies below structures of the East Marquam Interchange.

In platting the description contained in the easement on the sketch (copy attached) provided with Mr. T. W. Litchfield's June 22, 1967 letter, we note the point of beginning scales approximately 329 feet west of the intersection of the south line of SE. Hawthorne Blvd. and the west line of SE. Water Avenue. The description calls for the point of beginning to be 344.31 west of the above intersection. Likewise, there is a discrepancy in the southerly measurement extending westerly from the west line of Water Avenue. The sketch scales approximately 225 feet while the description calls for a distance of 239.31 feet. Either the sketch or the description appears to be in error and the discrepancies should be corrected.

Enclosure
Sketch

E. B. KLABOE
NOTED

REFERRED TO
Litchfield - Sollis
BY STATE HWY. ENGR
Young w/enc.

RECEIVED
DEC 22 1967
OFFICE OF
STATE HWY. ENGR

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON DIV.

DRAWING A-305

SHEET NO.

Pioneer Car Loading

Flynn Forwarding

Block 2

ST.

CLAY

ST.

ST. To San Francisco

Portland Traction Company Team Track & Unloading Dock

Block 21

Block 20

WATER

ST.

Acres

WILLAMETTE RIVER

Harbor Line

HAWTHORNE BRIDGE

HAWTHORNE

BLVD

FIRST

To Portland Heights

Block 12

S.E.

Block 11

Section 3 T.1S., R.1.E

SOUTHERN PACIFIC COMPANY
PACIFIC LINES

Main Line
East Portland
Easement for Team Trk. & Unloading Dock
State of Oregon to Portland Traction
Scale 1"=100' DWM Dec 7, 1965

LEGEND

Red tint shows easement

Shows Portland Traction Co. property line

DRAWER

OREGON DIV'N.
DRAWING A-3053
SHEET NO.

Pioneer Car Leasing

Flynn Forwarding

Block 2

ST.

CLAY ST.

To San Francisco

"Portland Traction Company Team Track & Unloading Dock

Block 21

Block 20

WATER ST.

1.62 Acres

WILLAMETTE RIVER

Harbor Line

FIRST ST.

To Portland

HAWTHORNE BLVD

Block 12

S.E.

Block 11

HAWTHORNE BRIDGE

Section 3 T.1S., R.1.E

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
Main Line
East Portland
Easement for Team Trk. & Unloading Dock
State of Oregon to Portland Traction Co
Scale 1"=100' DWM Dec 7, 1926

LEGEND

Red tint shows easement

Shows Portland Traction Co. property line

DRAWER

RECEIVED
DEC 1 4 1967

UNITED STATES GOVERNMENT

Memorandum

I-5-6(41)301
1971-6

To: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Div Engr, by G. R. Brooks, Dist Engr
Salem, Oregon

SUBJECT: Oregon Project I-5-6(41)301
East Marquam Interchange
Final Report

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: December 8, 1967

In reply refer to: 08-35-DA

It has been brought to our attention that the approximate amount ($396,204) as reported in the Final Report for the subject project covering work completed by price agreements or extra work orders is incorrect. The amount reported was based on information available at the time the final report was written and did not include work remaining to be completed under several State Force Orders. The amount of Federal participation in the cost of performing work under the approved "Orders" will not be affected by the amount shown in the Final Report. Full Federal participation in any and all approved extra work will be subject to audit irrespective to the amount shown on the final report.

12-14-67
REFERRED TO
State Hwy. Engr

NOTED
F. B. KLABOE

RECEIVED
DEC 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

11/24/67 Tues

Engineering	Authorized	293,061.48	
	Expd	269 652.90	
	Under auth	23,408.58	- 23408.58
Contract Items	Auth.	3,509, 204.50	
	Final	3,432, 029.43	
	Under Auth	77, 175.07	- 77, 175.07
Anticipated Items & Contng.	(154,064) (164,847.08) Auth	318, 911.08	
# Value of Orders Written		367. 140.90	
# " Work Done		438, 721.12	
Work done over Orig. auth		119, 810.04	+ 119,810.04

	# value Orders Written	# value Work Done	Over
Extra Work orders	35, 974.86	42, 914.67	6.939.81
Price Agreements	157, 306.49 (28, 35)	168, 690.91 (21. 605 58)	11, 384.42
S.F Orders	173, 859.53	227, 115.54	53, 255.59
	367, 140.90	438, 721.12 (31, 631.05)	71, 580.22

Summary

Total Orig Auth	4, 121, 177.06
Total Work Done	4, 140, 403.45
Over	19, 226.39 -

NOTED TOM EDWARDS

NOTED TOM EDWARDS

Cannot reconcile BPR figure of $396.204 for Work Completed by PA's & EWO's - must have some SF work in it - But which?

213

477 Cottage St. NE. - Salem OR 97301
December 8, 1967
08-35-DA

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Not signed by
R. M. Arenz
Plan. & Research Engr.

A. W. Parsons, Div Engr, by G. R. Brooks, Dist Engr
Salem, Oregon

Oregon Project I-5-6(41)301
East Marquam Interchange
Final Report

It has been brought to our attention that the approximate amount ($396,204) as reported in the Final Report for the subject project covering work completed by price agreements or extra work orders is incorrect. The amount reported was based on information available at the time the final report was written and did not include work remaining to be completed under several State Force Orders. The amount of Federal participation in the cost of performing work under the approved "Orders" will not be affected by the amount shown in the Final Report. Full Federal participation in any and all approved extra work will be subject to audit irrespective to the amount shown on the final report.

Materials Report, FR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Monthly Project Cost Report (E-256)

cc:
Region

Your acceptance of the project is requested.

WNBryant:gyh

Very truly yours,

Forrest Cooper
State Highway Engineer

By
L. H. Foss
Office Engr.

FORM BR-33A (2) (REV. 4-66)

cc: OSHD(Klabee)
OSHD(Edwards)
Region
Wash DC
Schell, Area Engr

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

re

FINAL REPORT

(PPM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	DIVISION
8	-	Multnomah	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO.
10-23-67	W. N. Bryant Asst Area Engr		I-5-6(41)301
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACTING AGENCY	TIME ELAPSED	APPROVED EXTENSION(S)
3-15-67	5-23-67	150%	to 3-15-67
CONTRACT TIME	LOCATION		
7-31-66	East end of the Marquam Bridge, between Hawthorne and Ross Island Bridges in Southeast Portland, Oregon		

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

Other remarks:

EAST MARQUAM INTERCHANGE
PACIFIC HIGHWAY
Structure, Grading, Paving, Signing, and Illumination

The work involves the construction of 2 179 LF of "C" line ramps composed of a 52.5' RCDG one 85' and seven 96' prestressed beam spans; 11 plate girder spans up to 165' in length; 2140 LF of "D" line ramps composed of 53' RCDG; eight 85' prestressed beam spans and 12 plate girder spans up to 165' in length; "CA" ramp composed of 126.5' and 115.5' plate girder spans; "BD" ramp composed of 106' plate girder spans; the extension of the continuously reinforced concrete paving section (2100+); all signing and illumination.

The project was completed in substantial conformity with the approved plans and specifications, including authorized changes, on March 15, 1967. The contract specified a completion date of July 31, 1966; however, since the contractor was prevented access to the exclusive area until June 3, 1966, approximately 6 months after the contract indicated the area would be available and because of work performed under authorized changes (pedestrian ramp from Morrison Bridge and the East Bank esplanade retaining wall), an extension of time to March 15, 1967 was approved. The estimated final cost of contract bid items is $3,432,029. Work completed by Price Agreements or Extra Work Orders amounted to approximately $396,204. As a result the contract amount overran approximately 11%.

(cont)

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

NOTED
TOM EDWARDS

Acceptance of the project is recommended.

W. N. Bryant
Engineer
Asst

Project Accepted 10-23-67

A. M. Parsons
Engineer

NOTED
TOM EDWARDS

Bridge
Plans Engr

A total of 18 subcontractors were approved during the life of this contract. The total amount subcontracted was $436,869.25, or 12.4% of the original bid amount.

The State's material certificate indicates that no test or field inspection reports are on file at the Materials Division covering Items 17 and 18, Electrical Conduit, and Item 97, Sign Illumination Equipment. However, these items were field inspected at the time of delivery for conformity with the plans and specifications. Notes covering such field inspections are included in the project files. In addition the conduit covered under Items 17 and 18 contained the UL label (Underwriters Laboratories, Inc.) as required by Article 601-2.3 of the Standard Specifications. For these reasons, the material is considered acceptable.

The final length, width, and code type are the same as shown on the Initial Construction Inspection Report.

RECEIVED
JUL 14 1970
FOR FILING

I-5-6(71)301
6376

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 3, 1967

To: Mr. R. L. Porter
Deputy State Highway Engr.
B U I L D I N G

SUBJECT: File No. 28373
Russell Street-Curry Street
Pacific Highway
Portland Traction Co.

Attached hereto is a revised easement form in connection with the Portland Traction Company agreement dated December 14, 1965. The first draft of this easement was sent to you on August 10, 1967 and you sent same on to the Southern Pacific Company on said date.

This revision was necessary because instead of using the words, Corporation and State, the words Defendant and Plaintiff were used from a rough draft that our typist used in typing same.

Please accept our apologies for this error and send the original and one copy of this form to Mr. Williamson of Southern Pacific Company.

In your previous letter you have asked that the copy marked original be signed as approved by Portland Traction Company and returned to your office for further processing.

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

RK:jm
enc. Easement in dup.

RECEIVED
OCT 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

From Files 28373, 35798 ORIGINAL
To File 28365, L-5467

EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that for and in consideration of the sum of One and No/100 Dollar ($1.00), and other valuable consideration by it received, the State of Oregon, by and through its State Highway Commission, hereinafter referred to as "State", does hereby grant to Portland Traction Company, a corporation, hereinafter referred to as "Corporation", its successors and assigns, a perpetual easement, license and right to operate,maintain, reconstruct and use the team track, platform, ramp and appurtenances thereto presently located on the hereinafter described premises, upon the terms and conditions hereinafter set out, said premises being described as follows, to wit:

A parcel of land lying in Section 3, Township 1 South, Range 1 East, Willamette Meridian, City of Portland, Multnomah County, Oregon; the said parcel being described as follows:

Beginning at a point on the South line of Southeast Hawthorne Boulevard, 344.31 feet West of the intersection of the South line of said Southeast Hawthorne Boulevard and the West line of Southeast Water Avenue; thence West along said South line of Southeast Hawthorne Boulevard extended Westerly 246 feet, more or less, to the East harbor line of the Willamette River as established by Ordinance 7995 of the City of Portland; thence Southerly along said East harbor line 202 feet, more or less, to the North line of Southeast Clay Street; thence East along the North line of Southeast Clay Street 299 feet, more or less, to a point, said point being 239.31 feet West of the intersection of the North line of Southeast Clay Street and the West line of Southeast Water Avenue, said point, also, being 17 feet, when measured at right angles to the right of way line of the State of Oregon property acquired from Hawthorne Investment Company, under final judgement of Case 257,597, dated December 4, 1959; thence Northwesterly in a straight line 17 feet Southwesterly from, and parallel to, said State of Oregon right of way line, 220 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 1.22 acres.

The easement herein granted shall be upon the following terms and conditions:

A. The rights of ingress to and egress from the hereinabove described premises shall be by way of the adjoining public streets only, there being no rights of access allowed to State's overhead highway structures.

B. Commodities of such kinds and in such quantities as are allowed pursuant to Interstate Commerce Commission regulations may be handled in the normal operations of the corporation. There shall be no storage of inflammable, volatile or explosive substances within the exclusive easement area.

C. No hazardous or unreasonably objectionable smoke, fumes, vapor or odors shall be permitted to rise from said premises to the travelled surface of State's overhead highway structures.

D. The facilities now located or reconstructed on said premises shall be properly operated and maintained so as to adequately safeguard State's overhead highway structures against fire and other hazards.

E. Reconstruction or material alteration of the facilities now located on said

of Oregon, by and through its State Highway Commission, hereinafter referred to as "State", does hereby grant to Portland Traction Company, a corporation, hereinafter referred to as "Corporation", its successors and assigns, a perpetual easement, license and right to operate,maintain, reconstruct and use the team track, platform, ramp and appurtenances thereto presently located on the hereinafter described premises, upon the terms and conditions hereinafter set out, said premises being described as follows, to wit:

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E. Reconstruction or material alteration of the facilities now located on said premises, or the construction of new buildings or structures will be allowed only after the written approval of the plans and specifications therefor by State.

From Files 28373, 35798
File 28365, L-5467

F. No use of the air space above said premises shall be permitted above a horizontal plane which is 8 feet below the underside of State's overhead highway structures, nor shall there be allowed any activity within five feet of the supporting bents of said highway structures.

G. No advertising sign, display or device shall be placed on said premises except those which may be approved by State.

H. There shall be no interference with State's overhead highway structure or facilities related thereto.

I. Parking areas for motor vehicles may be constructed, used and maintained within the exclusive easement area.

J. Overhead and underground electric, telephone and telegraph circuits, water, oil, gas, steam, air, sewer and drainage lines and other such facilities required in the operations of the corporation as they are presently located or as they are relocated pursuant to an agreement in order to conform with the construction of the highway structures, may be operated, maintained, altered and reconstructed by the corporation within the exclusive easement area and additional such facilities may be constructed, operated, maintained and reconstructed within said exclusive easement area; provided that all applicable state and federal safety regulations are complied with. The State shall be notified of the location of the additional facilities.

K. Corporation, its successors and assigns, shall indemnify and hold harmless, State, its Commission members, employees, officers and agents against all and any claims for loss or damages which may result from any injury to, or death of, any person or from the loss of or damage to property of any kind or nature caused by or resulting from the activities conducted by Corporation, its employees, agents, licensees or permittees on said premises.

L. Corporation shall comply with the following Rules and Regulations of the Bureau of Public Roads: (1) no person, on the ground of race, color, or national origin, shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of the premises and the facilities located thereon, (2) that in connection with the construction of any improvements on the premises and the furnishing of services thereon, no discrimination shall be practiced in the selection of employees and contractors, by contractors in the selection and retention of first-tier subcontractors, and by first-tier subcontractors in the selection and retention of second-tier subcontractors, (3) that such discrimination shall not be practiced against the public in their access to and use of the facilities and services provided for public accom-

bents of said highway structure.

G. No advertising sign, display or device shall be placed on said premises except those which may be approved by State.

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om Files 28373, 35798
To File 28365, L-5467

Title 15, Code of Federal Regulations, Commerce and Foreign Trade, Subtitle A, Office of the Secretary of Commerce, Part 8 (15 C.F.R., Part 8) and as said Regulations may be amended.

In the event of breach of any of the above nondiscrimination rules and regulations, all rights herein granted shall cease and State shall have the right to re-enter and repossess said premises, including the facilities thereon and all rights in said premises and facilities shall thereupon become vested in State.

TO HAVE AND TO HOLD said easement and rights above set forth unto the Portland Traction Company, its successors and assigns, forever.

This easement is given in fulfillment of State's obligation as set forth on Page 6 of that certain agreement between the parties herein, dated December 14, 1965.

IN WITNESS WHEREOF, the State of Oregon, by and through its State Highway Commission, has caused the seal of said Commission to be affixed hereunto and these presents to be executed on this the _____day of _____, 1967.

ATTEST:

_____
Secretary

APPROVED:

_____
Assistant State Highway Engineer

APPROVED AS TO FORM:

_____
Chief Counsel

_____
Staff Attorney

STATE OF OREGON, by and through its State Highway Commission

By_____
Chairman

By_____
Commissioner

By_____
Commissioner

APPROVED:

PORTLAND TRACTION COMPANY

By_____

STATE OF OREGON)
)ss
County of Marion)

On this _____day of _____, 1967, before me appeared Glenn L. Jackson, David B. Simpson and Fred W. Hill, to me personally known, who, each being duly sworn, did say that he, the said Glenn L. Jackson, is Chairman of the State Highway Commission of the State of Oregon, and that he, the said David B. Simpson and he, the said Fred W. Hill is State Highway Commissioner of the State of Oregon; that the seal affixed to said instrument is the seal of the State Highway Commission, and that the said instrument is signed and sealed in behalf of said State by said Commission, and that the said Chairman and the said Commissioners acknowledge said instrument to be the free act and deed of said State, by said State Highway Commission.

In the event of breach of any of the above nondiscrimination rules and regulations, all rights herein granted shall cease and State shall have the right to re-enter and repossess said premises, including the facilities thereon and all rights in said premises and facilities shall thereupon become vested in State.

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Secretary

APPROVED:

_____
Assistant State Highway Engineer

APPROVED AS TO FORM:

_____
Chief Counsel

_____
Staff Attorney

STATE OF OREGON, by and through its State Highway Commission

By_____
Chairman

By_____
Commissioner

By_____
Commissioner

APPROVED:

PORTLAND TRACTION COMPANY

By_____

STATE OF OREGON)
) ss
County of Marion)

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IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

tlfrc My Commission expires_____ _____
Notary Public for Oregon

From Files 28373, 35798
To File 28365, L-5467

EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that for and in consideration of the sum of One and No/100 Dollar ($1.00), and other valuable consideration by it received, the State of Oregon, by and through its State Highway Commission, hereinafter referred to as "State", does hereby grant to Portland Traction Company, a corporation, hereinafter referred to as "Corporation", its successors and assigns, a perpetual easement, license and right to operate,maintain, reconstruct and use the team track, platform, ramp and appurtenances thereto presently located on the hereinafter described premises, upon the terms and conditions hereinafter set out, said premises being described as follows, to wit:

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The parcel of land to which this description applies contains 1.22 acres.

The easement herein granted shall be upon the following terms and conditions:

A. The rights of ingress to and egress from the hereinabove described premises shall be by way of the adjoining public streets only, there being no rights of access allowed to State's overhead highway structures.

B. Commodities of such kinds and in such quantities as are allowed pursuant to Interstate Commerce Commission regulations may be handled in the normal operations of the corporation. There shall be no storage of inflammable, volatile or explosive substances within the exclusive easement area.

C. No hazardous or unreasonably objectionable smoke, fumes, vapor or odors shall be permitted to rise from said premises to the travelled surface of State's overhead highway structures.

D. The facilities now located or reconstructed on said premises shall be properly operated and maintained so as to adequately safeguard State's overhead highway structures against fire and other hazards.

E. Prior to any material alteration of the facilities now located on said

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From Files 2077, 28778
To File 28365, L-5467

F. No use of the air space above said premises shall be permitted above a horizontal plane which is 8 feet below the underside of State's overhead highway structures, nor shall there be allowed any activity within five feet of the supporting bents of said highway structures.

G. No advertising sign, display or device shall be placed on said premises except those which may be approved by State.

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J. Overhead and underground electric, telephone and telegraph circuits, water, oil, gas, steam, air, sewer and drainage lines and other such facilities required in the operations of the corporation as they are presently located or as they are relocated pursuant to an agreement in order to conform with the construction of the highway structures, may be operated, maintained, altered and reconstructed by the corporation within the exclusive easement area and additional such facilities may be constructed, operated, maintained and reconstructed within said exclusive easement area; provided that all applicable state and federal safety regulations are complied with. The State shall be notified of the location of the additional facilities.

K. Corporation, its successors and assigns, shall indemnify and hold harmless, State, its Commission members, employees, officers and agents against all and any claims for loss or damages which may result from any injury to, or death of, any person or from the loss of or damage to property of any kind or nature caused by or resulting from the activities conducted by Corporation, its employees, agents, licensees or permittees on said premises.

L. Corporation shall comply with the following Rules and Regulations of the Bureau of Public Roads: (1) no person, on the ground of race, color, or national origin, shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of the premises and the facilities located thereon, (2) that in connection with the construction of any improvements on the premises and the furnishing of services thereon, no discrimination shall be practiced in the selection of employees and contractors, by contractors in the selection and retention of first-tier subcontractors, and by first-tier subcontractors in the selection and retention of second-tier subcontractors, (3) that such discrimination shall not be practiced against the public in their access to and use of the facilities and services provided for public accom-

G. No advertising sign, display or device shall be placed on said premises except those which may be approved by State.

H. There shall be no interference with State's overhead highway structure or facilities related thereto.

I. Parking areas for motor vehicles may be constructed, used and maintained within the exclusive easement area.

J. Overhead and underground electric, telephone and telegraph circuits, water, oil, gas, steam, air, sewer and drainage lines and other such facilities required in the operations of the corporation as they are presently located or as they are relocated pursuant to an agreement in order to conform with the construction of the highway structures, may be operated, maintained, altered and reconstructed by the corporation within the exclusive easement area and additional such facilities may be constructed, operated, maintained and reconstructed within said exclusive easement area; provided that all applicable state and federal safety regulations are complied with. The State shall be notified of the location of the additional facilities.

K. Corporation, its successors and assigns, shall indemnify and hold harmless, State, its Commission members, employees, officers and agents against all and any claims for loss or damages which may result from any injury to, or death of, any person or from the loss of or damage to property of any kind or nature caused by or resulting from the activities conducted by Corporation, its employees, agents, licensees or permittees on said premises.

L. Corporation shall comply with the following Rules and Regulations of the Bureau of Public Roads: (1) no person, on the ground of race, color, or national origin, shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of the premises and the facilities located thereon, (2) that in connection with the construction of any improvements on the premises and the furnishing of services thereon, no discrimination shall be practiced in the selection of employees and contractors, by contractors in the selection and retention of first-tier subcontractors, and by first-tier subcontractors in the selection and retention of second-tier subcontractors, (3) that such discrimination shall not be practiced against the public in their access to and use of the facilities and services provided for public accommodations (such as eating, sleeping, rest, recreation, and vehicle servicing) constructed or operated on, over, or under the space of the right of way, and (4) that Corporation shall use the premises in compliance with all other requirements imposed pursuant to

re Files 28373, 28720
To File 28365, L-5467

Title 15, Code of Federal Regulations, Commerce and Foreign Trade, Subtitle A, Office of the Secretary of Commerce, Part 8 (15 C.F.R., Part 8) and as said Regulations may be amended.

In the event of breach of any of the above nondiscrimination rules and regulations, all rights herein granted shall cease and State shall have the right to re-enter and repossess said premises, including the facilities thereon and all rights in said premises and facilities shall thereupon become vested in State.

TO HAVE AND TO HOLD said easement and rights above set forth unto the Portland Traction Company, its successors and assigns, forever.

This easement is given in fulfillment of State's obligation as set forth on Page 6 of that certain agreement between the parties herein, dated December 14, 1965.

IN WITNESS WHEREOF, the State of Oregon, by and through its State Highway Commission, has caused the seal of said Commission to be affixed hereunto and these presents to be executed on this the _____day of _____, 1967.

ATTEST:

_____
Secretary

APPROVED:

_____
Assistant State Highway Engineer

APPROVED AS TO FORM:

_____
Chief Counsel

_____
Staff Attorney

STATE OF OREGON, by and through its State Highway Commission

By_____
Chairman

By_____
Commissioner

By_____
Commissioner

APPROVED:

PORTLAND TRACTION COMPANY

By_____

STATE OF OREGON)
)ss
County of Marion)

On this _____day of _____, 1967, before me appeared Glenn L. Jackson, David B. Simpson and Fred W. Hill, to me personally known, who, each being duly sworn, did say that he, the said Glenn L. Jackson, is Chairman of the State Highway Commission of the State of Oregon, and that he, the said David B. Simpson and he, the said Fred W. Hill is State Highway Commissioner of the State of Oregon; that the seal affixed to said instrument is the seal of the State Highway Commission, and that the said instrument is signed and sealed in behalf of said State by said Commission, and that the said Chairman and the said Commissioners acknowledge said instrument to be the free act and deed of said State, by said State Highway Commission.

In the event of breach of any of the above nondiscrimination rules and regulations, all rights herein granted shall cease and State shall have the right to re-enter and repossess said premises, including the facilities thereon and all rights in said premises and facilities shall thereupon become vested in State.

TO HAVE AND TO HOLD said easement and rights above set forth unto the Portland Traction Company, its successors and assigns, forever.

This easement is given in fulfillment of State's obligation as set forth on Page 6 of that certain agreement between the parties herein, dated December 14, 1965.

IN WITNESS WHEREOF, the State of Oregon, by and through its State Highway Commission, has caused the seal of said Commission to be affixed hereunto and these presents to be executed on this the _____day of _____, 1967.

ATTEST:

_____
Secretary

APPROVED:

_____
Assistant State Highway Engineer

APPROVED AS TO FORM:

_____
Chief Counsel

_____
Staff Attorney

STATE OF OREGON, by and through its State Highway Commission

By_____
Chairman

By_____
Commissioner

By_____
Commissioner

APPROVED:

PORTLAND TRACTION COMPANY

By_____

STATE OF OREGON)
) ss
County of Marion)

On this _____day of _____, 1967, before me appeared Glenn L. Jackson, David B. Simpson and Fred W. Hill, to me personally known, who, each being duly sworn, did say that he, the said Glenn L. Jackson, is Chairman of the State Highway Commission of the State of Oregon, and that he, the said David B. Simpson and he, the said Fred W. Hill is State Highway Commissioner of the State of Oregon; that the seal affixed to said instrument is the seal of the State Highway Commission, and that the said instrument is signed and sealed in behalf of said State by said Commission, and that the said Chairman and the said Commissioners acknowledge said instrument to be the free act and deed of said State, by said State Highway Commission.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

tlfrc My Commission expires_____ _____
Notary Public for Oregon

RECEIVED
JUL 6 - 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 29, 1967

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(14)301, Right of Way, and
I-5-6(58)301, Construction - Eastbank Freeway
Easement for Railroad Purposes
(Mr. T. W. Litchfield's June 22 Letter)

Pending final settlement of the Portland Traction Company case, we deem it advisable to withhold granting of the easement requested by Southern Pacific Company. Therefore, we will defer our decision as to approval until such time.

RECEIVED
JUL 3 1967
OFFICE
STATE HIGHWAY Engineer

REFERRED TO
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM S-1758X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Re: Assignment FBK-1719

BW 6-30

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 22, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Re: Easement for Railroad Purposes
East Marquam Interchange Section
Pacific Highway
Multnomah County
Project No. I-56 (58) 301

Dear Sir:

Herewith you will find two copies of a Southern Pacific Company letter dated June 8, 1967, suggesting that the State convey to the railroad an easement under the East Marquam Interchange as shown in pink on their drawing No. A-3053, a copy of which is attached, for the purpose of "constructing, reconstructing, maintaining and using a team truck, platform, ramp, paving and appertenances."

We have reviewed this proposal and feel it desirable some easement should be granted to the railroad giving them an official right to use this area beneath our structure. The easement should contain the provisions of use as set forth on pages 6 and 7 of our letter of offer to the Portland Traction Company dated June 6, 1967, for the property we are acquiring from the railroad for the balance of this project. This is designated as our right of way file no. 28365.

We submit this to you for your review and comment, and request authorization to proceed on the basis outlined above. We will seek your approval of the provisions of the easement document before we submit it to the railroad.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
encl.
cc: F. B. Klaboe
D. H. Moehring
Jack Sollis

RECEIVED
JUN 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

JUN 12 67

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

June 8, 1967

REFERRED TO
Klaver
BY DEPUTY STATE HIGHWAY ENGINEER

You comments or recommendations please
RLP

IN REPLY PLEASE REFER TO
911700/323
O-PD-62-9

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir: Attention: Mr. R.L. Porter
Deputy State Highway Engineer.

Incident to construction of the East Marquam Interchange affecting property of the Portland Traction Company, a team track, platform, ramp and paving were constructed on a portion of State owned right-of-way beneath the freeway on the parcel of land shown in red tint on the enclosed 2 prints of Oregon Division Drawing A-3053.

In order to keep the record straight, we recommend that the State convey to Portland Traction Company an easement on this area for the purpose of "constructing, reconstructing, maintaining and using a team track, platform, ramp, paving and appurtenances". Also enclosed is copy of metes and bounds description of an area of 1.22 acres which we think would be suitable in preparing such a document.

If you concur, will you please prepare such an easement and send it to us for further handling.

Yours very truly,

H M Williamson
Re

Attach.

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
JUN 14 1967
CONSTRUCTION
DIVISION

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUN 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

A parcel of land lying in Section 3, Township 1 South, Range 1 East, Willamette Meridian, Multnomah County, Oregon; the said parcel being described as follows:

Beginning at a point on the South line of Southeast Hawthorne Boulevard, 344.31 feet West of the intersection of the South line of said Southeast Hawthorne Boulevard and the West line of Southeast Water Avenue; thence West along said South line of Southeast Hawthorne Boulevard extended Westerly 246 feet, more or less, to the East harbor line of the Willamette River as established by Ordinance 7995 of the City of Portland; thence Southerly along said East harbor line 202 feet, more or less, to the North line of Southeast Clay Street; thence East along the North line of Southeast Clay Street 299 feet, more or less, to a point, said point being 239.31 feet West of the intersection of the North line of Southeast Clay Street and the West line of Southeast Water Avenue, said point, also, being 17 feet, when measured at right angles to the right of way line of the State of Oregon property acquired from Hawthorne Investment Company, under final judgement of Case 257,597, dated December 4, 1959; thence Northwesterly in a straight line 17 feet from, and parallel to, said State of Oregon right of way line, 220 feet more or less to the point of beginning.

The parcel of land to which this description applies contains 1.22 acres.

OREGON DIV'N.
DRAWING A-3053
SHEET NO.

Pioneer Car Leasing
Flynn Forwarding
Block 2
ST.
CLAY ST.
To San Francisco
WATER ST.
Portland Traction Company Team Track & Unloading Dock
Block 20
Block 21
299'
202'
220'
17'
1.22 Acres
246'
Top of River Bank
Harbor Line
WILLAMETTE RIVER
HAWTHORNE BLVD
HAWTHORNE BRIDGE
FIRST ST.
To Portland
S.E.
Block 12
Block 11
Section 3 T.1S., R.1.E

LEGEND

Red tint shows easement
Shows Portland Traction Co. property line

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
Main Line
East Portland
Easement for Team Trk. & Unloading Dock
State of Oregon to Portland Traction Co.
Scale 1"=100' DWM Dec 9, 1966

DRAWER

RECEIVED
JUL 27 1967
FOR FILING

I 5-6(41)301
6576

3g
6-8-67

June 8, 1967

Lord Bros. Contractors, Inc.
9233 North Calvert
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting today considered your request for an extension of time on Contract No. 6576 for work on the East Marquam Interchange Unit, East Bank Freeway Section of the Pacific Highway in Multnomah County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to March 15, 1967.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc L.W. Mulien
Robert Shotwell
L.H. Young
Ivan Merchant
C.H. Maison
Bureau of Public Roads

RECEIVED
MAY 16 1967
FOR FILING

FORM E-20 REV. 10-66 SP*23401-734

I 2-6(11) 201
6 : 16

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1967

To: Memo to File

SUBJECT: Request for Extension of Time
No. 1
June 8, 1967

Contract No. 6576

On this date, Chairman Jackson approved extending the completion date on Contract 6576 to March 15, 1967, without the assessment of liquidated damages. This is on the East Marquam Interchange Unit of the Pacific Highway (I-5) in Multnomah County, Lord Brothers Contractors, Inc., contractor.

This matter was the subject of Mr. Cooper's letter to the Commission dated May 10 and will be on the agenda for the June 8 Commission meeting for confirmation.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Floyd Query
Forrest Cooper
Tom Edwards
Victor D. Wolfe
I. D. Merchant
L. H. Young
C. H. Maison
L. W. Rulien

RECEIVED
MAY 12 1967
FOR FILES

Fred W. Hill, Member
Helix

May 10, 1967

Oregon State Highway Commission

Request for Extension of Time
No 1
June 8, 1967 meeting

Gentlemen:

Lord Brothers Contractors, Inc., contractor for the construction of the East Marquam Interchange Unit of the Pacific Highway (I-5) in Multnomah County, Contract No. 6576, has requested that the date of completion be advanced from the specified date of July 31, 1966, to March 16, 1967, without assessment of liquidated damages.

The contractor correctly contends that denial of a part of the construction area beyond a contract specified date and extra work added to the contract prevented him from completing the work within the time specified.

The contractor was denied access to a part of the construction area for the period January 1, 1966, to June 3, 1966, a total of 153 calendar days. This delay would forecast a completion date for the original contract work of December 4, 1966. The original contract work was essentially complete and opened to use by traffic on October 18, 1966, well within the forecasted completion date. During the period October 19, 1966, to March 15, 1966, the contractor built a pedestrian overcrossing and a retaining wall which were added to the contract as extra work late in the fall of 1966.

Because the contractor was prevented from completing the work within the time specified, I recommend that the date for completion of the work be advanced to March 15, 1967, without assessment of liquidated damages.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the June 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
L. W. Rulien

CAG:jf jw

Form E-320—3M—9-51

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date February 25, 19 67

Gentlemen:

We, the undersigned, respectfully request an extension of 227 Calendar days time, from July 31, 1966 19....., to March 16, 19 67, within which to complete our Contract No. 6576, described as follows:

Reference to letter of July 9, 1966, copy attached, requesting 167 calendar days.
Addition of price agreement 18 and 19 Pedestrain ramp and serpentine retaining wall 60 additional calendar days.

The above request is based upon the following reasons:

East Marquam Interchange including price agreements No. 18 and 19.

Respectfully submitted,

LORD BROS. CONTRACTORS, INC.
Contractor

By George H. Lord
George H. Lord

CONSENT OF SURETY

Date February 27th, 19 67

We, GENERAL INSURANCE COMPANY OF AMERICA,

....., as surety

on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

E. Stewart
E. Stewart Attorney-in-fact

DOOLY & CO.
By R. M. Dooly - Partner. Resident Agent

(SEAL)

State Printing 78755

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 8 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6576 Contractor Lord Bros. Contractors, Inc.

Highway Pacific

Section East Marquam Interchange Unit, East Bank Freeway

Kind of Work Structure, Grade, Pave, Sign & Illum.

It is recommended that such extension be granted as requested under the following terms and conditions:

Granted without penalty for the following reasons:

1. Access to work site between S.E. Clay & Market Streets was denied to Contractor from January 1, 1966 to June 3, 1966.

2. Addition to the contract of the pedestrian access ramp to the esplanade requires additional time to complete the work.

Recommended for Approval:

Edward Hackett
Assistant Division Engineer

Ivan V. Muchant
Construction Engineer or Bridge Engineer

L. M. Ravard
asst. State Highway Engineer

Contract No. 6576

Project designation I-5-6(41)301
State—Federal

Date awarded May 4, 1965

Work started May 3, 1965

Per cent completed 100% 3/15/67
Date

Specified completion date 7-31-66

Previously extended to none

Extension requested to March 16, 1967

RECEIVED
APR 28 1967

Form CO-12 (11-63) (Rev. Oct. 1965) A.S. 108-10)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
[redacted] DEPARTMENT OF COMMERCE
[redacted] BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 27, 1967

In reply refer to: 08-35-DA

65 16

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-6(41)301
East Marquam Interchange Unit
Time Extension

Mr. Edwards' letter of April 19, 1967 requested our concurrence in an additional extension of time to March 15, 1967 on the subject project. A previous request for an extension of time to March 1, 1967 was approved by our January 19, 1967 letter.

The reasons given for the contractor not being able to complete the work within the previously estimated time limit are the contractor's rail fabricator failed to complete fabrication of the rail as planned due to difficulty in obtaining the special metal sections required and difficulty in fabrication of the rail. These reasons alone are not considered adequate justification for a time extension because both the contractor and the fabricator should have been aware of any fabrication problems or difficulty in obtaining the special metal section at the time the agreement to perform the work was signed.

However, the original contract work was essentially complete on October 18, 1966 with all subsequent time being spent completing the additional work covered under Price Agreements 17 and 18. These price agreements failed to specify a completion date or contain provisions for adjustment of the contract time. For these reasons and not because of material shortage or fabrication problems we concur in a time extension to March 15, 1967 without assessment of liquidated damages.

RECEIVED
MAY 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Get Market
Young
5-1-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 24 1967

Form 08-121 (11-63) (Prev. by A.O. 12-61)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-6(41)301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

657a

DATE: January 19, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-6(41)301
East Marquam Interchange Unit
Time Extension

Mr. Edwards' letter of January 11, 1967 submitted information in support of a time extension on the subject project to March 1, 1967, the estimated date for completion of the original contract work plus extra work added under two price agreements.

Because of the conditions outlined in Mr. Edwards' letter, we concur in the advancement of the completion date to March 1, 1967 without assessment of liquidated damages.

NOTED
TOM EDWARDS

RECEIVED
JAN 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

July 9, 1966

Oregon State Highway Department
900 N. Stanton Street
Portland, Oregon

Attention: Mr. Robert E. Shotwell
Resident Engineer

Subject: East Sequam Interchange
Contract No. 6576

Gentlemen:

With reference to our letter to Mr. A. E. Johnston, Metropolitan Engineer, of May 3, 1966 and your letter to us of June 7, 1966, concerning the exclusion area; and in accordance with the contract provisions of the subject job we hereby request an extension of 167 calendar days in which to complete our contract without assessment of penalty. This time is equal to the period that the right of way between the South line of S. E. Clay Street and the North line of S. E. Market Street has not been substantially available to us. The period covered was from January 1, 1966 to June 2, 1966, 153 calendar days plus 14 calendar days for our construction crews to reach an effective work level, as set forth in our letter of May 3, 1966.

Our revised schedule anticipates that we may have the structure available to traffic at a much earlier date, however we feel that under the terms of our contract we are entitled to the protection from penalty afforded by the full extension of time whether or not the full time will be utilized.

Very truly yours,

LORD BROS. CONTRACTORS, INC.

W. T. Lord

WTL/c

cc: H. C. Percival
Pat O'Callaghan

Blind Copy to Bob Weiss

RECEIVED
MAY 24 1967
FOR FILES

C 6(41) 301

6576

May 24, 1967

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6576 awarded to Lord Bros. Contractors, Inc., for structure, grading, paving, signing and illumination on the East Marquam Interchange Unit (E. Bank Freeway) of the Pacific Highway in Multnomah County was completed on March 15, 1967, and accepted by the Highway Commission on May 23, 1967.

Final payment in the amount of $108,013.62 will be released to the contractor as soon as the check is prepared. This action is taken with the consent of Dooly and Company who acted as agent for your company on this bond. The total contract amount is $3,636,362.67 including $42,914.87 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Lord Bros. Contractors, Inc.
9233 N. Calvert
Portland, Oregon

Dooly & Company
Board of Trade Building
Portland 4, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
MAY 24 1967
FOR FILING

Fred W. Hill, Member
Holin

I-5-6(01) 201

6:16

May 23, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed March 15, 1967, on Contract No. 6576. The contract was with Lord Brothers Contractors, Inc., and was for structure, grading, paving, signing and illumination on the East Marquam Interchange Unit of the Pacific Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 23, 1967, and that you concur in this procedure at the Commission meeting on June 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
A. E. Johnson

Surety letter written 5/24/67 - wh by mm

srb jw

STATE COPY

Monthly transaction number 5-93	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 19	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Multnomah
Modification number 4 6576	5-19-67	Project number I-5-6(41)301

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 11, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,057,514.00	$ 4,061,879.00
Federal funds	$ 3,700,000.00	$ 3,747,000.00
Other revisions		

This modification is made for the following reasons:

To include, based on revised estimate, additional utility adjustment previously authorized and to bring Federal Funds to eligible pro rata.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 19th day of May, 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. E. Backlund, Admin. Manager
(Division Engineer)

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(41)301

EAST MARQUAM INTERCHANGE UNIT OF THE

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices. This estimate revised to include additional work by P.G.E. Co.)

Salem, Oregon, May 10, 1967

Type Code 7221
Grade and Pave (Sta. 411+00 to 432+30)(Contract No. 6576)

Previous subtotal on estimate of July 15, 1966		$ 598,118.36
Additional work by Utility Co.		
Work by Portland General Electric Co.	All Required	$ 3,968.65
	Net Increase	$ 3,968.65
	Subtotal	$ 602,087.01
	10% Engr. & Cont.	60,207.99
	Total	$ 662,295.00
Structures same as previous estimate of May 31, 1966		$3,399,584.00

Length of Roadway - - - - - -	0.424 mile
Length of Signing - - - - - -	1.174 miles
Length of Illumination- - -	0.831 mile
Length of Structure - - - - -	0.411 mile
Total Length	2.842 miles
Cost of Roadway Per Mile- -	$1,562,016.51

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 662,295.00	$ 610,900.00	$ 51,395.00
Structures	3,399,584.00	3,136,100.00	263,484.00
	$4,061,879.00	$3,747,000.00	$314,879.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

ADDITIONAL WORK BY PORTLAND GENERAL ELECTRIC CO.

Reinstall Fuel Oil and Steam Lines

Labor (including additives)	$2,366.23	
Materials	991.35	
Equipment	18.05	
Supervision	593.02	
Total		$3,968.65*

State Share 100%

*Costs shown are based on Co. billing received for this work and excludes $129.19 as work done prior to authorization date of October 26, 1966.

STATE COPY

Monthly transaction number	PR-2A (Rev. 6-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
7-93		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	County
15 #6576	7/25/66	Multnomah
		Project number I-5-6(41)301

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 11, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 4,057,514

Revised Federal funds $ 3,700,000.00

Other revisions

To document Increase in Total Cost of Project.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25th day of July, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By _____
L. R. Backlund, Administrative Manager

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal Aid
Project No. I-5-6(41)301

East Marquam Interchange Unit of the

Pacific Highway in Multnomah County

(Revised estimate as a basis for modification of project agreement. Based on low bid prices. This estimate revised to include additional work by Pacific Power and Light Co.)

Salem, Oregon, July 15, 1966

Type Code 7221
Grade and Pave (Sta. 411.00 to 432.30)(Contract No. 6576)

Previous subtotal on estimate of May 31, 1966		$593,983.00
Previous Estimate		
Work by Pacific Power & Light	All Required	$ 9,500.00
		$ 9,500.00
Revised Estimate		
Work by Pacific Power & Light	All Required	$ 13,635.36
		$ 13,635.36
	Net Increase	4,135.36
		$598,118.36
	10% Engr. & Cont.	59,811.64
	Total	$657,930.00
	Structures	$3,399,584.00

Length of Roadway	0.424 mile
Length of Signing	1.174 miles
Length of Illumination	0.831 mile
Length of Structure	0.413 mile
Total Length	2.842 miles
Cost of Roadway Per Mile	$1,551,721.69

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 657,930.00	$ 600,000.00	$ 57,930.00
Structures	3,399,584.00	3,100,000.00	299,584.00
	$4,057,514.00	$3,700,000.00	$357,514.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

ESTIMATED COST OF WORK BY PACIFIC POWER & LIGHT COMPANY

Installation Cost

Materials		$ 9,046.06
Labor		4,667.29
Equipment		90.38
Contracted Work		3,146.40
Blacktop		142.00
Cartage		80.00
General Overhead		3,641.31
	Subtotal	$18,813.44

Removal Cost

Labor		$ 893.51
Equipment		95.37
Salvage		(838.00)
	Subtotal	$ 150.88
	Total	$18,964.32
Obligation of the State	50%	$ 9,482.16

PP & L FACILITIES IN CONFLICT WITH RELOCATION OF PORTLAND TRACTION CO. TRACKS

Installation Cost

Materials		$ 1,527.16
labor		1,384.33
Equipment and Transportation		231.80
Permit and Contract Pole Hauling		85.00
Overhead		806.57
	Subtotal	$ 4,034.86

Removal Cost

Labor		$ 740.61
Equipment		93.60
Salvage		(731.71)
	Subtotal	$ 102.50
	Total	$ 4,135.36
	GRAND TOTAL	$13,635.36

STATE COPY

6/9/66 A

Monthly progress report number

RECEIVED
JUN 21 1966

PR-2A (-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State: Oregon

County: Multnomah

Project report number
FOR FILING
I-5-6(31)301

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)
6-7-66

Project number: I-5-6(31)301

1576

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 11, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 4,052,965

Revised Federal funds $ 3,700,000.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9th day of June, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. H. Klabe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

USCOMM-DC 81120-P63

Oregon State Highway Department — Federal-Aid Project No. I-5-6(41)301

EAST MARQUAM INTERCHANGE UNIT OF THE

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices) This estimate revised to include additional work by Portland General Electric.

Salem, Oregon, May 31, 1966.

Type Code 7221
Grade and Pave (Sta. 411+00 to 432+30) (Contract No. 6576)

Clearing and Grubbing	All Required		$ 5,000.00
General Excavation, Unclass.	9,000 cu.yd.	$ 1.00	9,000.00
Finishing Roadbed and Slopes	All Required		4,000.00
Trench Excavation	2,450 cu.yd.	8.00	19,600.00
Furnishing and Placing Topsoil	1,760 cu.yd.	3.00	5,280.00
Watering	140 M-gal.	3.00	420.00
Plant-Mix Stone Base	22,600 tons	2.50	56,500.00
3/4" - 0 Material in Base	3,360 tons	2.50	8,400.00
3/4" - 0 Aggregate in Prime Coat	100 cu.yd.	4.50	450.00
RC-250 Asphalt in Prime Coat	15 tons	52.00	780.00
Bituminous Base Mixture	560 tons	5.00	2,800.00
Asphalt in Bituminous Base Mixture	30 tons	32.00	960.00
Class "B" Asphalt Concrete	3,000 tons	6.70	20,100.00
8-inch Continuously Reinforced Concrete Pavement	15,500 sq.yd.	7.00	108,500.00
8-inch Reinforced Concrete Pavement	950 sq.yd.	7.00	6,650.00
12-inch Reinforced Concrete Bridge End Panels	170 sq.yd.	15.00	2,550.00
Special Steel Reinforcement	41,000 lb.	0.12	4,920.00
Pavement Terminal Anchors	600 lin.ft.	14.00	8,400.00
Loose Riprap	1,800 cu.yd.	4.00	7,200.00
12-inch Plain Concrete Storm Sewer Pipe	1,200 lin.ft.	4.00	4,800.00
8-inch Plain Concrete Storm Sewer Pipe, X-S	1,900 lin.ft.	3.00	5,700.00
12-inch Plain Concrete Storm Sewer Pipe, X-S	50 lin.ft.	4.00	200.00
15-inch Plain Concrete Storm Sewer Pipe, X-S	60 lin.ft.	6.00	360.00
24-inch Reinforced Concrete Storm Sewer Pipe, Class 3	40 lin.ft.	10.00	400.00
8-inch Steel Storm Sewer Pipe, 16 Ga., Type "C" Coating, Asbestos-Protected	35 lin.ft.	4.00	140.00
8-inch Steel Storm Sewer Pipe, 14 Ga., Type "C" Coating, Asbestos-Protected	80 lin.ft.	4.00	320.00
12-inch Steel Storm Sewer Pipe, 16 Ga., Type "C" Coating Asbestos Protected	100 lin.ft.	5.00	500.00

12-inch Steel Storm Sewer Pipe, 14 Ga., Type "C" Coating, Asbestos-Protected	90 lin.ft.	$ 6.00	$ 540.00
15-inch Steel Storm Sewer Pipe, 16 Ga., Type "C" Coating, Asbestos-Protected	450 lin.ft.	8.00	3,600.00
15-inch Steel Storm Sewer Pipe, 14 Ga., Type "C" Coating, Asbestos-Protected	90 lin.ft.	9.00	810.00
18-inch Steel Storm Sewer Pipe, 16 Ga., Type "C" Coating, Asbestos-Protected	220 lin.ft.	8.00	1,760.00
21-inch Steel Storm Sewer Pipe, 16 Ga., Type "C" Coating, Asbestos-Protected	270 lin.ft.	10.00	2,700.00
Concrete Manholes, 6 feet or less deep	4 only	280.00	1,120.00
Concrete Manholes, 6 to 12 feet deep	10 only	310.00	3,100.00
Concrete Manholes, over 12 feet deep	2 only	530.00	1,060.00
Concrete Inlets, Type G-1	8 only	107.00	856.00
Concrete Inlets, Type GB	2 only	121.00	242.00
Concrete Inlets, Type B	40 only	100.00	4,000.00
Special Concrete Inlets	4 only	70.00	280.00
Adjusting Manholes	1 only	126.00	126.00
Reconstruct Concrete Manholes	4 only	180.00	720.00
Concrete Curbs	240 cu.yd.	40.00	9,600.00
Concrete Islands	35 cu.yd.	45.00	1,575.00
4-inch Concrete Surfacing	490 sq.yd.	4.00	1,960.00
A.C. Concrete Walks	2,150 sq.yd.	1.00	2,150.00
Guide Posts, Y-2	20 only	9.00	180.00
Guard Rail	2,000 lin.ft.	3.00	6,000.00
Median Barrier	1,000 lin.ft.	4.00	4,000.00
Salvaging Guard Rail	50 lin.ft.	1.00	50.00
Salvaging Type 2 Barricades	2,050 lin.ft.	0.80	1,640.00
Guard Rail-Salvaged Guard Rail	50 lin.ft.	1.50	75.00
Guard Rail-Salvaged Type 2 Barricade	1,900 lin.ft.	2.00	3,800.00
Type 2 Barricade-Salvage Type 2 Barricade	150 lin.ft.	2.00	300.00
6' Chain-Link Fence	4,000 lin.ft.	1.60	6,400.00
6' x 4' Chain-Link Fence	1 only	60.00	60.00
2 1/2-inch Steel Water Pipe	30 lin.ft.	2.00	60.00
Miscellaneous Work			
Refinish Existing Walls	1,800 sq.yd.	1.00	1,800.00
Repair Belmont Street Stairway	All Required		1,300.00
Retaining Walls			
Trench Excavation	60 cu.yd.	7.00	420.00

Class "A" Concrete	80 cu.yd.	$52.00	$ 4,160.00
Metal Reinforcement	5,500 lb.	0.12	660.00
Metal Parapet Railing, Single Pipe	121 lin.ft.	3.00	363.00

Signing (Sta. 349+00 to Sta. 454+10) (Contract No. 6576)

Sign Support Footings	All Required		$ 4,000.00
Pipe Sign Posts	All Required		350.00
Cantilever Sign Structures	All Required (56%)		2,408.00
Butterfly Sign Structure	All Required		6,800.00
30' to 60' Sign Bridges	All Required		9,600.00
90' to 120' Sign Bridges	All Required		20,000.00
Sign Illumination Equipment	All Required		10,000.00
Painted Wood Sign Posts	All Required		360.00
Type "A" and "B" Signs in Place	2,037 sq.ft.	$ 5.00	10,185.00
Type "C", "D", "R" and "T" Signs in Place	197 sq.ft.	3.00	591.00
Type "E", "F", "G", and "M" Signs in Place	212 sq.ft.	3.50	742.00
Type "P" and "Q" Signs in Place	36 sq.ft.	4.50	162.00

Illumination (Sta. 411+00 to Sta. 498+00) (Contract No. 6576)

Roadway Illumination Installation, Complete	All Required		$ 60,000.00
			$476,595.00
Flagging (57½% of Contractor's Cost)	All Required		$ 8,000.00
Repair Morrison Street "Y" Line	All Required		1,000.00
			9,000.00

Utilities

Work by Portland General Electric	All Required		91,888.00
Protection Cost by Portland Traction Company	All Required		7,000.00
Work by Pacific Power and Light Company	All Required		9,500.00
			$108,388.00
	Subtotal		$593,983.00
	10% Engr. & Cont.		59,398.00
			$653,381.00

Type Code X981
East Marquam Int. Str. (#8590) (Sta. 432+30 to Sta. 454+10) (Contract No. 6576)

Shoring, Cribbing, etc.	All Required		$100,000.00
Structural Excavation	5,200 cu.yd.	3.00	15,600.00
Structural Excavation Below Elevation Shown	500 cu.yd.	11.00	5,500.00
Core Drilling	50 lin.ft.	4.00	200.00

Furnish 10 BP 42 Steel Piling	94,395 lin.ft.	$ 3.50	$ 330,382.50
Haul Pile Sections	All Required		5,000.00
Splice Steel Poles	700 only	30.00	21,000.00
Drive Test Poles	140 only	150.00	21,000.00
Drive Steel Poles	1,137 only	70.00	79,590.00
Class "A" Concrete (13,42 C.Y.)	All Required		786,880.00
80' to 85' Type 4 Prestressed Beams	50 only	1,420.00	71,000.00
85' to 90' Type 4 Prestressed Beams	47 only	1,420.00	66,740.00
Metal Reinforcement (2,893,000 lb.)	All Required		347,160.00
Structural Steel (Carbon 533,800 lb.) (Low Alloy 3,478,000 lb.)	All Required		1,050,000.00
Metal Parapet Railing, Single Pipe	9,235 lin.ft.	3.00	27,705.00
8-inch Standard Steel Pipe	2,500 lin.ft.	12.00	30,000.00
1-inch Electrical Conduit	1,500 lin.ft.	0.90	1,350.00
1 1/4-inch Electrical Conduit	5,300 lin.ft.	1.00	5,300.00
Fire Barrier	All Required		10,000.00
Temporary Guard Rail	1,700 lin.ft.	4.00	6,800.00
Revise Marquam Bridge Pier Ladders	All Required		3,800.00
Marquam Bridge Pier Riprap	10,500 ton	4.00	42,000.00
Fill Underground Tanks	All Required		460.00
			$3,027,467.50
Additional Fire Barrier	All Required		$ 27,000.00
State-furnished Piling	11,270 lin.ft.	$ 3.20	36,064.00
			$ 63,064.00
	Subtotal		$3,090,531.50
	10% Engr. & Cont.		309,052.50
	Total		$3,399,584.00

Length of Roadway	0.424 Mile
Length of Signing	1.174 Miles
Length of Illumination	0.831 Mile
Length of 1 Structure	0.413 Mile
Total Length	2.842 Miles
Cost of Roadway Per Mile	$1,540,992.92

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 653,381.00	$ 564,000.00	$ 89,381.00
Structure	3,399,584.00	3,136,000.00	263,584.00
	$4,052,965.00	$3,700,000.00	$352,965.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Main.: Chap. 529, Laws 1939.

EAST MARQUAM INTERCHANGE

NONPARTICIPATING

A.C. Concrete Walk	2,850 sq.yd.	$1.00	$2,850.00
Cantilever Sign Structures	All Required(44%)		1,892.00
Type "A" and "B" Signs in Place	80 sq.ft.		400.00
			$5,142.00

Estimated cost of work by Portland General Electric Company

Estimated costs for relocation and adjustments of facilities of Portland General Electric Company to conform to State Highway Department plans for construction of East Marquam Interchange Unit Section of Interstate Highway 5 in the City of Portland. The State Highway Department is to reimburse PGE a percentage of the cost of each estimate, per letters dated November 5, 1964, and March 15, 1965, as shown in the tabulation below:

Estimate Number	Description	Amount
1	High-Voltage Duct and Cables: Reroute 11-kv cables and subway around bridge pier at Bent CA6 on east side of Market Street Garage. State to reimburse PGE zero per cent of estimated cost. No conflict.	$ -
2	Primary and 600-Volt D-C Circuits - Overhead: Reroute East Water primary cable (4,160 volt), 600-volt d-c cable and subway, and replace overhead conductor with underground cable in vicinity of Station L, Stephens Substation, and Market St. Garage. State to reimburse PGE 2/3 of estimated cost. 2/3 x $20,550 = $13,700.	13,700
3	Part A, Low Voltage - Overhead: Install and reroute secondary, services and communication cable. State to reimburse PGE 10/12 of estimated cost. 10/12 x $7,273 = $6,061.	6,061
3	Part B, Low-Voltage Ducts and Cables: Reroute auxiliary underground power, submarine and telephone cables. State to reimburse PGE 100 per cent of estimated cost. 1.0 x $5,096 = $5,096.	5,096
	By PGE ..... $3,572 By Pacific Northwest Bell ..... 1,524 Subtotal $5,096	
4	Microwave Tower: Provide new self-supported steel tower for radio antenna and microwave dish. State to reimburse PGE 100 per cent of estimate cost. 1.0 x $30,800 = $30,800.	30,800
	By PGE ..... $ 5,270 By Contract ..... 25,530 Subtotal $30,800	
5	Underground Steam, Water and Drain Pipes: Please refer to Mr. Litchfield's letter of March 16, 1965 as to method of adjustments and costs involved for these items. Amount of cost, actual cost.	
	Total	$55,657

Clear and Restore PGE Plant Facilities
Station L and Stephens Substation Area

Reroute transmission and distribution circuits in Southern Pacific Railroad yards in vicinity of Station L.

Est. No.	Section	Description	Estimated Cost
3548	1	Reroute PGE circuits to clear for S.P.R.R. track relocation. Portland Traction Co. yards north of S.E. Caruthers Street.	$ 5,655
3548	2	Reroute PGE circuits to clear for S.P.R.R. track relocation. Portland Traction Co. yards south of S.E. Clay Street.	$ 5,921.
3548	3	Relocate two steel 57-kv double-circuit transmission towers in vicinity of Station 1.	$24,655.
		Total	$36,231.
	PGE	Grand Total	$91,888.

EAST MARQUAM INTERCHANGE UNIT

PROJECT NO. I-5-6(11)301

Estimated cost of work by Portland Traction Co.

PROTECTION COST

Engineering and Inspection 7 mos. at $620/mo.		$4,340.00
Flagging: Yard Engine Foreman at $26.55/day = $26.55		
2 Yard Engine Helpers at $24.64/day = $49.28		
Total Per Day $75.83 x 10 days =		758.30
Subtotal		$5,098.30
+33% Payroll Additives		1,682.44
Total		$6,780.74
Travel cost for flagging crew $20 per day x 10 days =		200.00
Total Estimated Cost		$6,980.74
USE		$7,000.00

ESTIMATED COST OF WORK BY PACIFIC POWER & LIGHT COMPANY

Installation Cost

Materials		$ 9,046.06
Labor		2,667.29
Equipment		90.38
Contracted Work		3,146.40
Black Top		142.00
Cartage		80.00
General Overhead		3,641.31
	Subtotal	$18,813.44

Removal Cost

Labor		$ 893.51
Equipment		95.37
Salvage		(838.00)
	Subtotal	$ 150.88

	Total	$18,964.32
Obligation of the State	50%	$ 9,482.16
	USE	$ 9,500.00

STATE COPY

Monthly transaction number	PR-2A (Rev. 8-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
6-34	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	Oregon
Project report number		County
11		Multnomah
		Project number
		I-5-6(41)301

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 11, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 4,013,111

Revised Federal funds $ 3,694,000.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 31st day of May, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lahore

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(41) 301

EAST MARQUAM INTERCHANGE UNIT OF THE

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices.) This estimate revised to include work by Pacific Power and Light.

Salem, Oregon, May 13, 1966

Type Code 7221
Grade and Pave (Sta. 411+00 to 432+30) (Contract No. 6576)

Clearing and Grubbing	All Required		$ 5,000.00
General Excavation, Unclass.	9,000 cu.yd.	$ 1.00	9,000.00
Finishing Roadbed and Slopes	All Required		4,000.00
Trench Excavation	2,450 cu.yd.	8.00	19,600.00
Furnishing and Placing Topsoil	1,760 cu.yd.	3.00	5,280.00
Watering	140 M-gal.	3.00	420.00
Plant-Mix Stone Base	22,600 tons	2.50	56,500.00
3/4" - 0 Material in Base	3,360 tons	2.50	8,400.00
3/4" - 0 Aggregate in Prime Coat	100 cu.yd.	4.50	450.00
RC-250 Asphalt in Prime Coat	15 tons	52.00	780.00
Bituminous Base Mixture	560 tons	5.00	2,800.00
Asphalt in Bituminous Base Mixture	30 tons	32.00	960.00
Class "B"Asphalt Concrete	3,000 tons	6.70	20,100.00
8-inch Continuously Reinforced Concrete Pavement	15,500 sq.yd.	7.00	108,500.00
8-inch Reinforced Concrete Pavement	950 sq.yd.	7.00	6,650.00
12-inch Reinforced Concrete Bridge End Panels	170 sq.yd.	15.00	2,550.00
Special Steel Reinforcement	41,000 lb.	0.12	4,920.00
Pavement Terminal Anchors	600 lin.ft.	14.00	8,400.00
Loose Riprap	1,800 cu.yd.	4.00	7,200.00
12-inch Plain Concrete Storm Sewer Pipe	1,200 lin.ft.	4.00	4,800.00
8-inch Plain Concrete Storm Sewer Pipe, X-S	1,900 lin.ft.	3.00	5,700.00
12-inch Plain Concrete Storm Sewer Pipe, X-S	50 lin.ft.	4.00	200.00
15-inch Plain Concrete Storm Sewer Pipe, X-S	60 lin.ft.	6.00	360.00
24-inch Reinforced Concrete Storm Sewer Pipe, Class 3	40 lin.ft.	10.00	400.00
8-inch Steel Storm Sewer Pipe, 16 Ga., Type "C" Coating, Asbestos-Protected	35 lin.ft.	4.00	140.00
8-inch Steel Storm Sewer Pipe, 14 Ga., Type"C"Coating, Asbestos-Protected	80 lin.ft.	4.00	320.00
12-inch Steel Storm Sewer Pipe, 16 Ga., Type "C" Coating Asbestos-Protected	100 lin.ft.	5.00	500.00

12-inch Steel Storm Sewer Pipe, 14 Ga., Type "C" Coating, Asbestos-Protected	90 lin.ft.	$ 6.00	$ 540.00
15-inch Steel Storm Sewer Pipe, 16 Ga., Type "C" Coating, Asbestos-Protected	450 lin.ft.	8.00	3,600.00
15-inch Steel Storm Sewer Pipe, 14 Ga., Type "C" Coating, Asbestos-Protected	90 lin.ft.	9.00	810.00
18-inch Steel Storm Sewer Pipe, 16 Ga., Type "C" Coating, Asbestos-Protected	220 lin.ft.	8.00	1,760.00
21-inch Steel Storm Sewer Pipe, 16 Ga., Type "C" Coating, Asbestos-Protected	270 lin.ft.	10.00	2,700.00
Concrete Manholes, 6 feet or less deep	4 only	280.00	1,120.00
Concrete Manholes, 6 to 12 feet deep	10 only	310.00	3,100.00
Concrete Manholes, over 12 feet deep	2 only	530.00	1,060.00
Concrete Inlets, Type G-1	8 only	107.00	856.00
Concrete Inlets, Type GB	2 only	121.00	242.00
Concrete Inlets, Type B	40 only	100.00	4,000.00
Special Concrete Inlets	4 only	70.00	280.00
Adjusting Manholes	1 only	126.00	126.00
Reconstruct Concrete Manholes	4 only	180.00	720.00
Concrete Curbs	240 cu.yd.	40.00	9,600.00
Concrete Islands	35 cu.yd.	45.00	1,575.00
4-inch Concrete Surfacing	490 sq.yd.	4.00	1,960.00
A.C. Concrete Walks	2,150 sq.yd.	1.00	2,150.00
Guide Posts, Y-2	20 only	9.00	180.00
Guard Rail	2,000 lin.ft.	3.00	6,000.00
Median Barrier	1,000 lin.ft.	4.00	4,000.00
Salvaging Guard Rail	50 lin.ft.	1.00	50.00
Salvaging Type 2 Barricades	2,050 lin.ft.	0.80	1,640.00
Guard Rail-Salvaged Guard Rail	50 lin.ft.	1.50	75.00
Guard Rail-Salvaged Type 2 Barricade	1,900 lin.ft.	2.00	3,800.00
Type 2 Barricade-Salvage Type 2 Barricade	150 lin.ft.	2.00	300.00
6' Chain-Link Fence	4,000 lin.ft.	1.60	6,400.00
6' x 4' Chain-Link Fence	1 only	60.00	60.00
2 1/2-inch Steel Water Pipe	30 lin.ft.	2.00	60.00
Miscellaneous Work			
Refinish Existing Walls	1,800 sq.yd.	1.00	1,800.00
Repair Belmont Street Stairway	All Required		1,300.00
Retaining Walls			
Trench Excavation	60 cu.yd.	7.00	420.00

Class "A" Concrete	80 cu.yd.	$52.00	$ 4,160.00
Metal Reinforcement	5,500 lb.	0.12	660.00
Metal Parapet Railing, Single Pipe	121 lin.ft.	3.00	363.00
			$351,397.00

Signing (Sta. 349+00 to Sta. 454+10)(Contract No. 6576)

Sign Support Footings	All Required		$ 4,000.00
Pipe Sign Posts	All Required		350.00
Cantilever Sign Structures	All Required (56%)		2,408.00
Butterfly Sign Structure	All Required		6,800.00
30' to 60' Sign Bridges	All Required		9,600.00
90' to 120' Sign Bridges	All Required		20,000.00
Sign Illumination Equipment	All Required		10,000.00
Painted Wood Sign Posts	All Required		360.00
Type "A" and "B" Signs in Place	2,037 sq.ft.	5.00	10,185.00
Type "C", "D", "R" and "T" Signs in Place	197 sq.ft.	3.00	591.00
Type "E", "F", "G", and "M" Signs in Place	212 sq.ft.	3.50	742.00
Type "P" and "Q" Signs in Place	36 sq.ft.	4.50	162.00
			$ 65,198.00

Illumination (Sta. 411+00 to Sta. 498+00) (Contract No. 6576)

Roadway Illumination Installation, Complete.	All Required	$ 60,000.00
		$ 60,000.00
Flagging (57½% of Contractor's Cost)	All Required	$ 8,000.00
Repair Morrison Street "Y" Line	All Required	1,000.00
		$ 9,000.00

Utilities

Work by Portland General Electric	All Required	$ 55,657.00
Protection Cost by Portland Traction Company	All Required	7,000.00
Work by Pacific Power and Light Co.	All Required	9,500.00
		$ 72,157.00
	Subtotal	557,752.00
	10% Engr. & Cont.	55,775.00
		$613,527.00

Type Code X981
East Marquam Int. Str. (#8590)(Sta. 432+30 to Sta. 454+10)(Contract No. 6576)

Shoring, Cribbing, etc.	All Required		$100,000.00
Structural Excavation	5,200 cu.yd.	3.00	15,600.00
Structural Excavation Below Elevation Shown	500 cu.yd.	11.00	5,500.00
Core Drilling	50 lin.ft.	4.00	200.00

Furnish 10 BP 42 Steel Piling	94,395 lin.ft.	$ 3.50	$ 330,382.50
Haul Pile Sections	All Required		5,000.00
Splice Steel Poles	700 only	30.00	21,000.00
Drive Test Piles	140 only	150.00	21,000.00
Drive Steel Piles	1,137 only	70.00	79,590.00
Class A Concrete (13,42 C.Y.)	All Required		786,880.00
80' to 85' Type 4 Prestressed Beams	50 only	1,420.00	71,000.00
85' to 90' Type 4 Prestressed Beams	47 only	1,420.00	66,740.00
Metal Reinforcement (2,893,000 lb.)	All Required		347,160.00
Structural Steel (Carbon 533,800 lb.) (Low Alloy 3,478,000 lb.)	All Required		1,050,000.00
Metal Parapet Railing, Single Pipe	9,235 lin.ft.	3.00	27,705.00
8-inch Standard Steel Pipe	2,500 lin.ft.	12.00	30,000.00
1-inch Electrical Conduit	1,500 lin.ft.	0.90	1,350.00
1 1/4-inch Electrical Conduit	5,300 lin.ft.	1.00	5,300.00
Fire Barrier	All Required		10,000.00
Temporary Guard Rail	1,700 lin.ft.	4.00	6,800.00
Revise Marquam Bridge Pier Ladders	All Required		3,800.00
Marquam Bridge Pier Riprap	10,500 ton	4.00	42,000.00
Fill Underground Tanks	All Required		460.00
			$3,027,467.50
Additional Fire Barrier	All Required		$ 27,000.00
State-furnished Piling	11,270 lin.ft.	$ 3.20	36,064.00
			63,064.00
	Subtotal		$3,090,531.50
	10% Engr. & Cont.		309,052.50
	Total		$3,399,584.00

Length of Roadway - - - - - - - - - - 0.424 Mile
Length of Signing - - - - - - - - - - 1.174 Miles
Length of Illumination - - - - - - - - 0.831 Mile
Length of 1 Structure - - - - - - - - 0.413 Mile
Total Length - - - - - - - - - - - - - 2.842 Miles

Cost of Roadway Per Mile - - - - - - $1,446,997.64

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 613,527.00	$ 558,000.00	$ 55,527.00
Structure	3,399,584.00	3,136,000.00	263,584.00
	$4,013,111.00	$3,694,000.00	$319,111.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

EAST MARQUAM INTERCHANGE UNIT

PROJECT NO. I-5-6(11)301

Estimated cost of work by Portland Traction Co.

PROTECTION COST

Engineering and Inspection 7 mos. at $620/mo.		$4,340.00
Flagging: Yard Engine Foreman at $26.55/day = $26.55		
2 Yard Engine Helpers at $24.64/day = $49.28		
Total Per Day $75.83 x 10 days =		758.30
Subtotal		$5,098.30
+33% Payroll Additives		1,682.44
Total		$6,780.74
Travel cost for flagging crew $20 per day x 10 days =		200.00
Total Estimated Cost		$6,980.74
USE		$7,000.00

Estimated cost of work by Portland General Electric Company

Estimated costs for relocation and adjustments of facilities of Portland General Electric Company to conform to State Highway Department plans for construction of East Marquam Interchange Unit Section of Interstate Highway 5 in the City of Portland. The State Highway Department is to reimburse PGE a percentage of the cost of each estimate, per letters dated November 5, 1964, and March 15, 1965, as shown in the tabulation below:

Estimate Number	Description	Amount
1	High-Voltage Duct and Cables: Reroute 11-kv cables and subway around bridge pier at Bent CA6 on east side of Market Street Garage. State to reimburse PGE zero per cent of estimated cost. No conflict.	$ -
2	Primary and 600-Volt D-C Circuits - Overhead: Reroute East Water primary cable (4,160 volt), 600-volt d-c cable and subway, and replace overhead conductor with underground cable in vicinity of Station L, Stephens Substation, and Market St. Garage. State to reimburse PGE 2/3 of estimated cost. 2/3 x $20,550 = $13,700.	13,700
3	Part A, Low Voltage - Overhead: Install and reroute secondary, services and communication cable. State to reimburse PGE 10/12 of estimated cost. 10/12 x $7,273 = $6,061.	6,061
3	Part B, Low-Voltage Ducts and Cables: Reroute auxiliary underground power, submarine and telephone cables. State to reimburse PGE 100 per cent of estimated cost. 1.0 x $5,096 = $5,096.	5,096
	By PGE ..... $3,572 By Pacific Northwest Bell ..... 1,524 Total $5,096	
4	Microwave Tower: Provide new self-supported steel tower for radio antenna and microwave dish. State to reimburse PGE 100 per cent of estimate cost. 1.0 x $30,800 = $30,800.	30,800
	By PGE ..... $ 5,270 By Contract ..... 25,530 Total $30,800	
5	Underground Steam, Water and Drain Pipes: Please refer to Mr. Litchfield's letter of March 16, 1965 as to method of adjustments and costs involved for these items. Amount of cost, actual cost.	
	Total	$55,657

ESTIMATED COST OF WORK BY PACIFIC POWER & LIGHT COMPANY

Installation Cost

Materials		$ 9,046.06
Labor		2,667.29
Equipment		90.38
Contracted Work		3,146.40
Black Top		142.00
Cartage		80.00
General Overhead		3,641.31
	Subtotal	$18,813.44

Removal Cost

Labor		$ 893.51
Equipment		95.37
Salvage		(838.00)
	Subtotal	$ 150.88

	Total	$18,964.32
Obligation of the State	50%	$ 9,482.16
	USE	$ 9,500.00

EAST MARQUAM INTERCHANGE

NONPARTICIPATING

A.C. Concrete Walk	2,850 sq.yd.	$1.00	$2,850.00
Cantilever Sign Structures	All Required (44%)		1,892.00
Type "A" and "B" Signs in Place	80 sq.ft.	5.00	400.00
			$5,142.00

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

RECEIVED
JUN 23 1965

PROJECT REPORT NO.

FOR FILING

I-5-6(41)301

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

6-11-65

STATE: Oregon

COUNTY: Multnomah

PROJECT NO.: I-5-6(41)301

6576

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 N. Flint Ave. to Ross Island Br. Portland

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-29-65	2.842
*OTHER *(Specify)*		

FUNDS

Pro Rata: 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,002,661.00	$ 3,692,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M. Klabee

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. M. Parsons
(Division Engineer)

By: T. Dec, Engineering Coordinator

Date executed by Division Engineer June 11, 1965

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(41)301

EAST MARQUAM INTERCHANGE UNIT OF THE

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 14, 1965

Type Code 7221
Grade and Pave (Sta. 411+00 to 432+30)(Contract No. 6576)

Clearing and Grubbing	All Required		$ 5,000.00
General Excavation, Unclass.	9,000 cu.yd.	$ 1.00	9,000.00
Finishing Roadbed and Slopes	All Required		4,000.00
Trench Excavation	2,450 cu.yd.	8.00	19,600.00
Furnishing and Placing Topsoil	1,760 cu.yd.	3.00	5,280.00
Watering	140 M-gal.	3.00	420.00
Plant-Mix Stone Base	22,600 ton	2.50	56,500.00
3/4" - 0 Material in Base	3,360 ton	2.50	8,400.00
3/4" - 0 Aggregate in Prime Coat	100 cu.yd.	4.50	450.00
RC-250 Asphalt in Prime Coat	15 ton	52.00	780.00
Bituminous Base Mixture	560 ton	5.00	2,800.00
Asphalt in Bituminous Base Mixture	30 ton	32.00	960.00
Class "B" Asphalt Concrete	3,000 ton	6.70	20,100.00
8-inch Continuously Reinforced Concrete Pavement	15,500 sq.yd.	7.00	108,500.00
8-inch Reinforced Concrete Pavement	950 sq.yd.	7.00	6,650.00
12-inch Reinforced Concrete Bridge End Panels	170 sq.yd.	15.00	2,550.00
Special Steel Reinforcement	41,000 lb.	0.12	4,920.00
Pavement Terminal Anchors	600 lin.ft.	14.00	8,400.00
Loose Riprap	1,800 cu.yd.	4.00	7,200.00
12-inch Plain Concrete Storm Sewer Pipe	1,200 lin.ft.	4.00	4,800.00
8-inch Plain Concrete Storm Sewer Pipe, X-S	1,900 lin.ft.	3.00	5,700.00
12-inch Plain Concrete Storm Sewer Pipe, X-S	50 lin.ft.	4.00	200.00
15-inch Plain Concrete Storm Sewer Pipe, X-S	60 lin.ft.	6.00	360.00
24-inch Reinforced Concrete Storm Sewer Pipe, Class 3	40 lin.ft.	10.00	400.00
8-inch Steel Storm Sewer Pipe, 16 Ga., Type "C" Coating, Asbestos-Protected	35 lin.ft.	4.00	140.00
8-inch Steel Storm Sewer Pipe, 14 Ga., Type "C" Coating, Asbestos-Protected	80 lin.ft.	4.00	320.00
12-inch Steel Storm Sewer Pipe, 16 Ga., Type "C" Coating, Asbestos-Protected	100 lin.ft.	5.00	500.00

12-inch Steel Storm Sewer Pipe, 14 Ga., Type "C" Coating, Asbestos-Protected	90 lin.ft.	$ 6.00	$ 540.00
15-inch Steel Storm Sewer Pipe, 16 Ga., Type "C" Coating, Asbestos-Protected	450 lin.ft.	8.00	3,600.00
15-inch Steel Storm Sewer Pipe, 14 Ga., Type "C" Coating, Asbestos-Protected	90 lin.ft.	9.00	810.00
18-inch Steel Storm Sewer Pipe, 16 Ga., Type "C" Coating, Asbestos-Protected	220 lin.ft.	8.00	1,760.00
21-inch Steel Storm Sewer Pipe, 16 Ga., Type "C" Coating, Asbestos-Protected	270 lin.ft.	10.00	2,700.00
Concrete Manholes, 6 feet or less deep	4 only	280.00	1,120.00
Concrete Manholes, 6 to 12 feet deep	10 only	310.00	3,100.00
Concrete Manholes, over 12 feet deep	2 only	530.00	1,060.00
Concrete Inlets, Type C-1	8 only	107.00	856.00
Concrete Inlets, Type GB	2 only	121.00	242.00
Concrete Inlets, Type B	40 only	100.00	4,000.00
Special Concrete Inlets	4 only	70.00	280.00
Adjusting Manholes	1 only	126.00	126.00
Reconstruct Concrete Manholes	4 only	180.00	720.00
Concrete Curbs	240 cu.yd.	40.00	9,600.00
Concrete Islands	35 cu.yd.	45.00	1,575.00
4-inch Concrete Surfacing	490 sq.yd.	4.00	1,960.00
A.C. Concrete Walks	2,150 sq.yd.	1.00	2,150.00
Guide Posts, Y-2	20 only	9.00	180.00
Guard Rail	2,000 lin.ft.	3.00	6,000.00
Median Barrier	1,000 lin.ft.	4.00	4,000.00
Salvaging Guard Rail	50 lin.ft.	1.00	50.00
Salvaging Type 2 Barricades	2,050 lin.ft.	0.80	1,640.00
Guard Rail-Salvaged Guard Rail	50 lin.ft.	1.50	75.00
Guard Rail-Salvaged Type 2 Barricade	1,900 lin.ft.	2.00	3,800.00
Type 2 Barricade-Salvage Type 2 Barricade	150 lin.ft.	2.00	300.00
6' Chain-Link Fence	4,000 lin.ft.	1.60	6,400.00
6' x 4' Chain-Link Fence	1 only	60.00	60.00
2 1/2-inch Steel Water Pipe	30 lin.ft.	2.00	60.00
Miscellaneous Work			
Refinish Existing Walls	1,800 sq.yd.	1.00	1,800.00
Repair Belmont Street Stairway	All Required		1,300.00
Retaining Walls			
Trench Excavation	60 cu.yd.	7.00	420.00

Class "A" Concrete	80 cu.yd.	$ 52.00	$ 4,160.00
Metal Reinforcement	5,500 lb.	0.12	660.00
Metal Parapet Railing, Single Pipe	121 lin.ft.	3.00	363.00
			$351,397.00

Signing (Sta. 349+00 to Sta. 454+10)(Contract No. 6576)

Sign Support Footings	All Required		$ 4,000.00
Pipe Sign Posts	All Required		350.00
Cantilever Sign Structures	All Required (56%)		2,408.00
Butterfly Sign Structure	All Required		6,800.00
30' to 60' Sign Bridges	All Required		9,600.00
90' to 120' Sign Bridges	All Required		20,000.00
Sign Illumination Equipment	All Required		10,000.00
Painted Wood Sign Posts	All Required		360.00
Type "A" and "B" Signs in Place	2,037 sq.ft.	$ 5.00	10,185.00
Type "C", "D", "R" and "T" Signs in Place	197 sq.ft.	3.00	591.00
Type "E", "F", "G", and "M" Signs in Place	212 sq.ft.	3.50	742.00
Type "P" and "Q" Signs in Place	36 sq.ft.	4.50	162.00
			$ 65,198.00

Illumination (Sta. 411+00 to Sta. 498+00)(Contract No. 6576)

Roadway Illumination Installation, Complete	All Required		$ 60,000.00
			$ 60,000.00
Flagging (57½% of Contractor's Cost)	All Required		$ 8,000.00
Repair Morrison Street "Y" Line	All Required		1,000.00
			$ 9,000.00

Utilities

Work by Portland General Electric	All Required		$ 55,657.00
Work by Portland Traction Company	All Required		7,000.00
			$ 62,657.00
	Subtotal		$548,252.00
	10% Engr. & Cont.		54,825.00
	Total		$603,077.00

Type Code X981
East Marquam Int. Str. (#8590)(Sta. 432+30 to Sta. 454+10)(Contract No. 6576)

Shoring, Cribbing, etc.	All Required		$100,000.00
Structural Excavation	5,200 cu.yd.	$ 3.00	15,600.00
Structural Excavation Below Elevation Shown	500 cu.yd.	11.00	5,500.00
Core Drilling	50 lin.ft.	4.00	200.00

Furnish 10 BP 42 Steel Piling	94,395 lin.ft.	$ 3.50	$ 330,382.50
Haul Pile Sections	All Required		5,000.00
Splice Steel Piles	700 only	30.00	21,000.00
Drive Test Piles	140 only	150.00	21,000.00
Drive Steel Piles	1,137 only	70.00	79,590.00
Class A Concrete (13,42 C.Y.)	All Required		786,880.00
80' to 85' Type 4 Prestressed Beams	50 only	1,420.00	71,000.00
85' to 90' Type 4 Prestressed Beams	47 only	1,420.00	66,740.00
Metal Reinforcement (2,893,000 Lb.)	All Required		347,160.00
Structural Steel (Carbon 533,800 Lb.) (Low Alloy 3,478,000 Lb.)	All Required		1,050,000.00
Metal Parapet Railing, Single Pipe	9,235 lin.ft.	3.00	27,705.00
8-inch Standard Steel Pipe	2,500 lin.ft.	12.00	30,000.00
1-inch Electrical Conduit	1,500 lin.ft.	0.90	1,350.00
1 1/4-inch Electrical Conduit	5,300 lin.ft.	1.00	5,300.00
Fire Barrier	All Required		10,000.00
Temporary Guard Rail	1,700 lin.ft.	4.00	6,800.00
Revise Marquam Bridge Pier Ladders	All Required		3,800.00
Marquam Bridge Pier Riprap	10,500 ton	4.00	42,000.00
Fill Underground Tanks	All Required		460.00
			$3,027,467.50
Additional Fire Barrier	All Required		$ 27,000.00
State-furnished Piling	11,270 lin.ft.	$ 3.20	36,064.00
			$ 63,064.00
	Subtotal		$3,090,531.50
	10% Engr. & Cont.		309,052.50
	Total		$3,399,584.00

Length of Roadway - - - - - - - - - -0.424 Mile
Length of Signing - - - - - - - - - -1.174 Miles
Length of Illumination- - - - - - -0.831 Mile
Length of 1 Structure - - - - - - -0.413 Mile
Total Length - - - - - - - - - - -2.842 Miles

Cost of Roadway Per Mile- - - - - -$1,422,351.42

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 603,077.00	$ 556,000.00	$ 47,077.00
Structure	3,399,584.00	3,136,000.00	263,584.00
	$4,002,661.00	$3,692,000.00	$310,661.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

EAST MARQUAM INTERCHANGE UNIT

PROJECT NO. I-5-6(41)301

Estimated cost of work by Portland Traction Co.

Engineering and Inspection 7 mos. at $620/mo.		$4,340.00
Flagging: Yard Engine Foreman at $26.55/day = $26.55		
2 Yard Engine Helpers at $24.64/day = $49.28		
Total Per Day $75.83 x 10 days =		758.30
Subtotal		$5,098.30
+33% Payroll Additives		1,682.44
Total		$6,780.74
Travel cost for flagging crew $20 per day x 10 days =		200.00
Total Estimated Cost		$6,980.74
USE		$7,000.00

Estimated cost of work by Portland General Electric Company

Estimated costs for relocation and adjustments of facilities of Portland General Electric Company to conform to State Highway Department plans for construction of East Marquam Interchange Unit Section of Interstate Highway 5 in the City of Portland. The State Highway Department is to reimburse PGE a percentage of the cost of each estimate, per letters dated November 5, 1964, and March 15, 1965, as shown in the tabulation below:

Estimate Number	Description	Amount
1	High-Voltage Duct and Cables: Reroute 11-kv cables and subway around bridge pier at Bent CA6 on east side of Market Street Garage. State to reimburse PGE zero per cent of estimated cost. No conflict.	$ -
2	Primary and 600-Volt D-C Circuits - Overhead: Reroute East Water primary cable (4,160 volt), 600-volt d-c cable and subway, and replace overhead conductor with underground cable in vicinity of Station L, Stephens Substation, and Market St. Garage. State to reimburse PGE 2/3 of estimated cost. 2/3 x $20,550 = $13,700.	13,700
3	Part A, Low Voltage - Overhead: Install and reroute secondary, services and communication cable. State to reimburse PGE 10/12 of estimated cost. 10/12 x $7,273 = $6,061.	6,061
3	Part B, Low-Voltage Ducts and Cables: Reroute auxiliary underground power, submarine and telephone cables. State to reimburse PGE 100 per cent of estimated cost. 1.0 x $5,096 = $5,096. By PGE ..... $3,572 By Pacific Northwest Bell ..... 1,524 Total $5,096	5,096
4	Microwave Tower: Provide new self-supported steel tower for radio antenna and microwave dish. State to reimburse PGE 100 per cent of estimate cost. 1.0 x $30,800 = $30,800. By PGE ..... $ 5,270 By Contract ..... 25,530 Total $30,800	30,800
5	Underground Steam, Water and Drain Pipes: Please refer to Mr. Litchfield's letter of March 16, 1965 as to method of adjustments and costs involved for these items. Amount of cost, actual cost.	
	Total	$55,657

EAST MARQUAM INTERCHANGE

NONPARTICIPATING

A.C. Concrete Walk	2,850 sq.yd.	$1.00	$2,850.00
Cantilever Sign Structures	All Required (44%)		1,892.00
Type "A" and "B" Signs in Place	80 sq.ft.	5.00	400.00
			$5,142.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(41)301

EAST PARKDALE INTERCHANGE UNIT OF THE

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 13, 1965

Type Code 7221
Grade and Pave (Sta. 411+00 to 432+30)

Clearing and Grubbing	All Required		$ 5,000.00
General Excavation, Unclassified	9,000 cu.yd.	$ 1.25	11,250.00
Finishing Roadbed and Slopes	All Required		1,000.00
Trench Excavation	2,450 cu.yd.	4.00	9,800.00
Furnishing and Placing Topsoil	1,760 cu.yd.	3.00	5,280.00
Watering	140 M-gal.	3.00	420.00
Plant-Mix Stone Base	22,600 ton	2.40	54,240.00
3/4" - 0 Material in Base	3,360 ton	2.50	8,400.00
3/4" - 0 Aggregate in Prime Coat	100 cu.yd.	6.00	600.00
RC-250 Asphalt in Prime Coat	15 ton	55.00	825.00
Bituminous Base Mixture	560 ton	5.15	2,884.00
Asphalt in Bituminous Base Mixture	30 ton	30.00	900.00
Class "B" Asphalt Concrete	3,000 ton	7.00	21,000.00
8-inch Continuously Reinforced Concrete Pavement	15,500 sq.yd.	7.50	116,250.00
8-inch Reinforced Concrete Pavement	950 sq.yd.	6.00	5,700.00
12-inch Reinforced Concrete Bridge End Panels	170 sq.yd.	15.00	2,550.00
Special Steel Reinforcement	41,000 lb.	0.15	6,150.00
Pavement Terminal Anchors	600 lin.ft.	20.00	12,000.00
Loose Riprap	1,800 cu.yd.	4.50	8,100.00
12-inch Plain Concrete Storm Sewer Pipe	1,200 lin.ft.	3.00	3,600.00
8-inch Plain Concrete Storm Sewer Pipe, Extra Strength	1,900 lin.ft.	2.25	4,275.00
12-inch Plain Concrete Storm Sewer Pipe, Extra Strength	50 lin.ft.	4.00	200.00
15-inch Plain Concrete Storm Sewer Pipe, Extra Strength	60 lin.ft.	5.25	315.00
24-inch Reinforced Concrete Storm Sewer Pipe, Class 3	40 lin.ft.	8.00	320.00
8-inch Steel Storm Sewer Pipe, 16 Ga., Type "C" Coating, Asbestos-Protected	35 lin.ft.	3.25	113.75
8-inch Steel Storm Sewer Pipe, 14 Ga., Type "C" Coating, Asbestos-Protected	80 lin.ft.	8.75	700.00

12-inch Steel Storm Sewer Pipe, 16 Ga., Type "C" Coating, Asbestos-Protected	100 lin.ft.	$ 5.00	$ 500.00
12-inch Steel Storm Sewer Pipe, 14 Ga., Type "C" Coating, Asbestos-Protected	90 lin.ft.	10.50	945.00
15-inch Steel Storm Sewer Pipe, 16 Ga., Type "C" Coating, Asbestos-Protected	450 lin.ft.	6.00	2,700.00
15-inch Steel Storm Sewer Pipe, 14 Ga., Type "C" Coating, Asbestos-Protected	90 lin.ft.	12.00	1,080.00
18-inch Steel Storm Sewer Pipe, 16 Ga., Type "C" Coating, Asbestos-Protected	220 lin.ft.	7.00	1,540.00
21-inch Steel Storm Sewer Pipe, 16 Ga., Type "C" Coating, Asbestos-Protected	270 lin.ft.	8.00	2,160.00
Concrete Manholes, 6 feet or less deep	4 only	250.00	1,000.00
Concrete Manholes, 6 to 12 feet deep	10 only	350.00	3,500.00
Concrete Manholes, over 12 feet deep	2 only	550.00	1,100.00
Concrete Inlets, Type G-1	8 only	100.00	800.00
Concrete Inlets, Type GB	2 only	100.00	200.00
Concrete Inlets, Type B	40 only	100.00	4,000.00
Special Concrete Inlets	4 only	100.00	400.00
Adjusting Manholes	1 only	150.00	150.00
Reconstruct Concrete Manholes	4 only	250.00	1,000.00
Concrete Curbs	240 cu.yd.	45.00	10,800.00
Concrete Islands	35 cu.yd.	35.00	1,225.00
4-inch Concrete Surfacing	490 sq.yd.	5.00	2,450.00
A.C. Concrete Walks	2,150 sq.yd.	2.00	4,300.00
Guide Posts, Y-2	20 only	8.00	160.00
Guard Rail	2,000 lin.ft.	3.00	6,000.00
Median Barrier	1,000 lin.ft.	4.00	4,000.00
Salvaging Guard Rail	50 lin.ft.	1.50	75.00
Salvaging Type 2 Barricades	2,050 lin.ft.	1.00	2,050.00
Guard Rail-Salvaged Guard Rail	50 lin.ft.	1.50	75.00
Guard Rail-Salvaged Type 2 Barricade	1,900 lin.ft.	1.25	2,375.00
Type 2 Barricade-Salvage Type 2 Barricade	150 lin.ft.	2.50	375.00
6' Chain-Link Fence	4,000 lin.ft.	2.25	9,000.00
6'x4' Chain-Link Fence	1 only	90.00	90.00
2 1/2-inch Steel Water Pipe	30 lin.ft.	1.50	45.00
Miscellaneous Work			
Refinish Existing Walls	1,800 sq.yd.	2.00	3,600.00
Repair Belmont Street Stairway	All Required		2,000.00

Retaining Walls				
Trench Excavation	60	cu.yd.	$ 4.00	$ 240.00
Class "A" Concrete	80	cu.yd.	65.00	5,200.00
Metal Reinforcement	5,500	lb.	0.13	715.00
Metal Parapet Railing, Single Pipe	121	lin.ft.	6.50	786.50
				$358,509.25
Signing (Sta. 349+00 to Sta. 454+10)				
Sign Support Footings	All Required			$ 5,250.00
Pipe Sign Posts	All Required			270.00
Cantilever Sign Structures	All Required	(56%)		3,584.00
Butterfly Sign Structure	All Required			8,600.00
30' to 60' Sign Bridges	All Required			12,000.00
90' to 120' Sign Bridges	All Required			25,000.00
Sign Illumination Equipment	All Required			11,400.00
Painted Wood Sign Posts	All Required			600.00
Type "A" and "B" Signs in Place	2,037	sq.ft.	$ 6.30	12,833.10
Type "C", "D", "R" and "T" Signs in Place	197	sq.ft.	3.65	719.05
Type "E", "F", "G" and "M" Signs in Place	212	sq.ft.	3.80	805.60
Type "P" and "Q" Signs in Place	36	sq.ft.	5.00	180.00
				$ 81,241.75
Illumination (Sta. 411+00 to Sta. 498+00)				
Roadway Illumination Installation, Complete	All Required			$ 84,000.00
				$ 84,000.00
Flagging (57½% of Contractor's Cost)	All Required			$ 8,000.00
Repair Morrison Street "Y" Line	All Required			1,000.00
				$ 9,000.00
Utilities				
Work by Portland General Electric	All Required			$ 75,000.00
Work by Portland Traction Company	All Required			7,000.00
				$ 82,000.00
	Subtotal			$614,751.00
	10% Engr. & Cont.			61,475.00
	Total			$676,226.00

Type Code A581
East Harrison Int. Str. (#8590) (Sta. 432+30 to Sta. 454+10)

Shoring, Cribbing, etc.	All Required			$ 20,000.00
Structural Excavation	5,200	cu.yd.	$ 3.00	15,600.00

Structural Excavation Below Elevation Shown	500 cu.yd.	$ 3.00	$ 1,500.00
Core Drilling	50 lin.ft.	2.00	100.00
Furnish 10 BP 42 Steel Piling	94,395 lin.ft.	5.00	471,975.00
Haul Pile Sections	All Required		10,000.00
Splice Steel Piles	700 only	30.00	21,000.00
Drive Test Piles	140 only	80.00	11,200.00
Drive Steel Piles	1,137 only	65.00	73,905.00
Class "A" Concrete (13,428 C.Y. @ $70.00)	All Required		939,960.00
80' to 85' Type 4 Prestressed Beams	50 only	2,000.00	100,000.00
85' to 90' Type 4 Prestressed Beams	47 only	2,000.00	94,000.00
Metal Reinforcement (2,893,000 lb. @ $0.12)	All Required		347,160.00
Structural Steel	All Required		912,038.00
(Carbon 533,800 lb. @ $0.21)			
(Low Alloy 3,478,000 lb. @ $0.23)			
Metal Parapet Railing, Single Pipe	9,235 lin.ft.	6.00	55,410.00
8-inch Standard Steel Pipe	2,500 lin.ft.	14.00	35,000.00
1-inch Electrical Conduit	1,500 lin.ft.	1.50	2,250.00
1 1/4-inch Electrical Conduit	5,300 lin.ft.	1.75	9,275.00
Fire Barrier	All Required		7,000.00
Temporary Guard Rail	1,700 lin.ft.	4.00	6,800.00
Revise Marquam Bridge Pier Ladders	All Required		5,000.00
Marquam Bridge Pier Riprap	10,500 ton	4.00	42,000.00
Fill Underground Tanks	All Required		500.00
			$3,181,673.00
Additional Fire Barrier	All Required		$ 27,000.00
State-Furnished Piling	11,270 lin.ft.	3.20	36,064.00
			$ 63,064.00
	Subtotal		$3,244,737.00
	10% Engr. & Cont.		324,473.00
	Total		$3,569,210.00

Length of Roadway - - - - - - -	0.424 Mile
Length of Signing - - - - - - -	1.174 Miles
Length of Illumination- - - -	0.831 Mile
Length of 1 Structure - - - -	0.413 Mile
Total Length- - - - - - - - - -	2.842 Miles
Cost of Roadway Per Mile- - -	$1,594,872.60

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 676,226.00	$ 623,000.00	$ 53,226.00
Structure	3,569,210.00	3,293,000.00	276,210.00
	$4,245,436.00	$3,916,000.00	$329,436.00

EAST MARQUAM INTERCHANGE UNIT

PROJECT NO. I-5-6(41)301

Estimated cost of work by Portland Traction Co.

Engineering & Inspection	7 No. at $620/No.		$4,340.00
Flagging: Yard Engine Foreman	at $26.55/day =	$26.55	
2 Yard Engine Helpers	at $24.64/day =	$49.28	
	Total per day	$75.83x10 days=	758.30
	Subtotal		$5,098.30
	+33% Payroll Additives		1,682.44
	Total		$6,780.74

Travel cost for flagging crew $20 per day x 10 days= 200.00

Total Estimated Cost $6,980.74

USE $7,000.00

PRESTRESSED BEAM QUANTITIES

EAST MARQUAM INTERCHANGE

PROJECT NO. I-5-6(41)301

80' to 85' Type A Prestressed Beams

Overhead	All Required		$ 150.00
Class "AA" Concrete	18 cu.yd.	$45.00	810.00
Metal Reinforcement	1,300 lb.	0.12	156.00
Prestress Wire	1,600 lb.	0.50	800.00
			$1,916.00
		USE	$2,000.00

85' to 90' Type A Prestressed Beams

Overhead	All Required		$ 150.00
Class "AA" Concrete	18.2 cu.yd.	$45.00	819.00
Metal Reinforcement	1,320 lb.	0.12	158.40
Prestress Wire	1,620 lb.	0.50	810.00
			$1,937.40
		USE	$2,000.00

EAST MARQUAM INTERCHANGE

NONPARTICIPATING

A.C. Concrete Walk	2,850 sq.yd.	$2.00	$5,700.00
Cantilever Sign Structures	All Required (44%)		2,816.00
Type "A" and "F" Signs in Place	80 sq.ft.	6.30	504.00
			$9,020.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(41)301

EAST MARQUAM INTERCHANGE UNIT OF THE

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 29, 1965

Type Code 7221
Grade and Pave (Sta. 411+00 to 432+30)

Clearing and Grubbing	All Required			$ 5,000.00
General Excavation, Unclassified	9,000	cu.yds.	$ 1.25	11,250.00
Finishing Roadbed and Slopes	All Required			1,000.00
Trench Excavation	2,450	cu.yds.	4.00	9,800.00
Furnishing and Placing Topsoil	1,760	cu.yds.	3.00	5,280.00
Watering	460	M-gals.	3.00	1,380.00
Stone Base	22,600	tons	2.40	54,240.00
3/4"-0 Material in Base	3,360	tons	2.50	8,400.00
3/4"-0 Aggregate in Prime Coat	100	cu.yds.	6.00	600.00
RC-250 Asphalt in Prime Coat	15	tons	55.00	825.00
Bituminous Base Mixture	560	tons	5.15	2,884.00
Asphalt in Bituminous Base Mixture	30	tons	30.00	900.00
Class "B" Asphalt Concrete	3,000	tons	7.00	21,000.00
8-inch Continously Reinforced Concrete Pavement	15,500	sq.yds.	7.50	116,250.00
8-inch Reinforced Concrete Pavement	950	sq.yds.	6.00	5,700.00
12-inch Reinforced Concrete Bridge End Panels	170	sq.yds.	15.00	2,550.00
Special Steel Reinforcement	41,000	lbs.	0.15	6,150.00
Pavement Terminal Anchors	600	lin.ft.	20.00	12,000.00
Loose Riprap	1,800	cu.yds.	4.50	8,100.00
12-inch Plain Concrete Storm Sewer Pipe	1,200	lin.ft.	3.00	3,600.00
8-inch Plain Concrete Storm Sewer Pipe, Extra Strength	1,900	lin.ft.	2.25	4,275.00
12-inch Plain Concrete Storm Sewer Pipe, Extra Strength	50	lin.ft.	4.00	200.00
15-inch Plain Concrete Storm Sewer Pipe, Extra Strength	60	lin.ft.	5.25	315.00
24-inch Reinforced Concrete Storm Sewer Pipe, Class 3	40	lin.ft.	8.00	320.00
8-inch Steel Storm Sewer Pipe, 16 ga., Type "C" Coating, Asbestos Protected	35	lin.ft.	3.25	113.75

8-inch Steel Storm Sewer Pipe, 14 ga., Type "C" Coating, Asbestos Protected	80 lin.ft.	$ 8.75	$ 700.00
12-inch Steel Storm Sewer Pipe, 16 ga. Type "C" Coating, Asbestos Protected	100 lin.ft.	5.00	500.00
12-inch Steel Storm Sewer Pipe, 14 ga. Type "C" Coating, Asbestos Protected	90 lin.ft.	10.50	945.00
15-inch Steel Storm Sewer Pipe, 16 Ga. Type "C" Coating, Asbestos Protected	450 lin.ft.	6.00	2,700.00
15-inch Steel Storm Sewer Pipe, 14 Ga., Type "C" Coating, Asbestos Protected	90 lin.ft.	12.00	1,080.00
18-inch Steel Storm Sewer Pipe, 16 Ga. Type "C' Coating, Asbestos Protected	220 lin.ft.	7.00	1,540.00
21-inch Steel Storm Sewer Pipe, 16 Ga. Type "C" Coating, Asbestos Protected	270 lin.ft.	8.00	2,160.00
Concrete Manholes, 6' or less deep	4 only	250.00	1,000.00
Concrete Manholes, 6 to 12 feet deep	10 only	350.00	3,500.00
Concrete Manholes over 12' deep	2 only	550.00	1,100.00
Concrete Inlets, Type G-1	8 only	100.00	800.00
Concrete Inlets, Type GB	2 only	100.00	200.00
Concrete Inlets, Type B	40 only	100.00	4,000.00
Special Concrete Inlets	4 only	100.00	400.00
Adjusting Manholes	1 only	150.00	150.00
Reconstruct Concrete Manholes	4 only	250.00	1,000.00
Concrete Curbs	240 cu.yds.	45.00	10,800.00
Concrete Islands	35 cu.yds.	35.00	1,225.00
4-inch Concrete Surfacing	490 sq.yds.	5.00	2,450.00
AC Concrete Walks	2,150 sq.yds.	2.00	4,300.00
Guide Posts, Y-2	20 only	8.00	160.00
Guard Rail	2,000 lin.ft.	3.00	6,000.00
Median Barrier	1,000 lin.ft.	4.00	4,000.00
Salvaging Guard Rail	50 lin.ft.	1.50	75.00
Salvaging Type 2 Barricades	2,050 lin.ft.	1.00	2,050.00
Guard Rail-Salvaged Guard Rail	50 lin.ft.	1.50	75.00
Guard Rail-Salvaged Type 2 Barricade	1,900 lin.ft.	1.25	2,375.00
Type 2 Barricade-Salvage Type 2 Barricade	150 lin.ft.	2.50	375.00
6' Chain Link Fence	4,000 lin.ft.	2.25	9,000.00
6'x4' Chain Link Fence	1 only	90.00	90.00
2½-inch Steel Water Pipe	30 lin.ft.	1.50	45.00
Miscellaneous Work			
Refinish Existing Walls	1,800 sq.yds.	2.00	3,600.00
Repair Belmont Street Stairway	All Required		2,000.00
Retaining Walls			
Trench Excavation	20 cu.yds.	4.00	80.00
Class "A" Concrete	36 cu.yds.	65.00	2,340.00
Metal Reinforcement	2,600 lbs.	0.13	338.00

Metal Parapet Railing, Single Pipe	121 lin.ft.	$ 6.50	$ 786.50
			$356,072.25

Signing (Sta. 349+00 to Sta. 454+10)

Sign Support Footings	All Required		$ 5,250.00
Pipe Sign Posts	All Required		270.00
Cantilever Sign Structures	All Required		6,400.00
Butterfly Sign Structure	All Required		8,600.00
30' to 60' Sign Bridges	All Required		12,000.00
90' to 120' Sign Bridges	All Required		25,000.00
Sign Illumination Equipment	All Required		11,400.00
Painted Wood Sign Posts	All Required		600.00
Type "A" and "B" Signs in Place	2,117 sq.ft.	$ 6.30	13,337.10
Type "C", "D", "R" and "T" Signs in Place	197 sq.ft.	3.65	719.05
Type "E", "F", "G" and "M" Signs in Place	212 sq.ft.	3.80	805.60
Type "P" and "Q" Signs in Place	36 sq.ft.	5.00	180.00
			$ 84,561.75

Illumination (Sta. 411+00 to Sta. 498+00)

Roadway Illumination Installation, Complete	All Required		$ 84,000.00
			$ 84,000.00
Flagging (57½ of Contractor's Cost)	All Required		$ 5,000.00
Repair Morrison Street "Y" Line	All Required		1,000.00
			$ 6,000.00

Utilities

Work by Portland General Electric	All Required		$ 75,000.00
Work by Portland Traction Company	All Required		7,000.00
			$ 82,000.00
	Subtotal		$612,634.00
	10% Engr. & Cont.		61,263.00
	Total		$673,897.00

Type Code X981
East Marquam Int. Str. (#8590)(Sta. 432+30 to Sta. 454+10)

Shoring, Cribbing, etc.	All Required		$ 20,000.00
Structural Excavation	5,200 cu.yds.	$ 3.00	15,600.00
Structural Excavation Below Elevation Shown	500 cu.yds.	3.00	1,500.00
Core Drilling	50 lin.ft.	2.00	100.00
Furnish 10 BP 42 Steel Piling	93,925 lin.ft.	5.00	469,625.00
Haul Pile Sections	All Required		10,000.00
Splice Steel Piles	700 only	30.00	21,000.00
Drive Test Piles	140 only	80.00	11,200.00
Drive Steel Piles	1,133 only	65.00	73,645.00
Class "A" Concrete (13,375 cu.yds. @ $70.00	All Required		936,250.00
80' to 85' Type 4 Prestressed Beams	50 only	2,000.00	100,000.00
85' to 90' Type 4 Prestressed Beams	47 only	2,000.00	94,000.00
Metal Reinforcement (2,874,000 lbs. @ $0.12)	All Required		344,880.00
Structural Steel (Carbon 533,800 lbs. @ $0.21) (Low Alloy 3,478,000 lbs. @ $0.23)	All Required		912,038.00
Metal Parapet Railing, Single Pipe	9,235 lin.ft.	6.00	55,410.00
8-inch Standard Steel Pipe	2,500 lin.ft.	14.00	35,000.00
1-inch Electrical Conduit	1,500 lin.ft.	1.50	2,250.00
1¼-inch Electrical Conduit	5,300 lin.ft.	1.75	9,275.00
Fire Barrier	All Required		7,000.00
Temporary Guard Rail	1,700 lin.ft.	4.00	6,800.00
Revise Marquam Bridge Pier Ladders	All Required		5,000.00
Marquam Bridge Pier Riprap	10,500 tons	4.00	42,000.00
Fill Underground Tanks	All Required		500.00
	Subtotal		$3,110,973.00
	10% Engr. & Cont.		311,097.00
	Total		$3,422,070.00

Length of Roadway - - - - - - - - - - - 0.424 Mile
Length of Signing - - - - - - - - - - - 1.174 Miles
Length of Illumination - - - - - - - - 0.831 Mile
Length of 1 Structure - - - - - - - - - 0.413 Mile
Total Length - - - - - - - - - - - - - 2.842 Miles
Cost of Roadway Per Mile - - - - - - - $158,938.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 673,897.00	$ 621,000.00	$ 52,897.00
Structure	3,422,070.00	3,156,000.00	266,070.00
	$4,095,967.00	$3,777,000.00	$318,967.00

EAST MARQUAM INTERCHANGE UNIT

PROJECT NO. I-5-6(41)301

Estimated Cost of Work by Portland Traction Co.

Engineering and Inspection, 7 mo. @ $620/mo.	$4,340.00
Flagging: Yard Engine Foreman @ $26.55/day= $26.55 2 Yard Engine Helpers @ $24.64/day $49.28	
Total per Day - $75.83 x 10 days	758.30
Subtotal. . . .	$5,098.30
+33% Payroll Additives	1,682.44
Total	$6,780.74
Travel Cost for Flagging Crew, $20.00 per day x 10 days. . .	$ 200.00
Total Estimated Cost	$6,980.74
Use	$7,000.00

PRESTRESSED BEAM QUANTITIES

EAST MARQUAM INTERCHANGE

PROJECT NO. I-5-6(41)301

80' to 85' Type 4 Prestressed Beams

Overhead	All Required		$ 150.00
Class "AA" Concrete	18 cu.yd.	$ 45.00	810.00
Metal Reinforcement	1,300 lb.	0.12	156.00
Prestress Wire	1,600 lb.	0.50	800.00
			$ 1,916.00
		Use	$ 2,000.00

85' to 90' Type 4 Prestressed Beams

Overhead	All Required		$ 150.00
Class "AA" Concrete	18.2 cu.yd.	$ 45.00	819.00
Metal Reinforcement	1,320 lb.	0.12	158.40
Prestress Wire	1,620 lb.	0.50	810.00
			$1,937.40
		Use	$2,000.00

EAST MARQUAM INTERCHANGE

NONPARTICIPATING

.C Concrete Walk	2,850 sq.yd.	$ 2.00	$5,700.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(41)301

EAST MARQUAM INTERCHANGE UNIT OF THE

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 24, 1965

Type Code 7221
Grade and Pave (Sta. 411+00 to 432+30)

Clearing and Grubbing	All Required		$ 5,000.00
General Excavation, Unclassified	9,000 cu.yds.	$ 1.25	11,250.00
Finishing Roadbed and Slopes	All Required		1,000.00
Trench Excavation	2,450 cu.yds.	4.00	9,800.00
Furnishing and Placing Topsoil	1,760 cu.yds.	3.00	5,280.00
Watering	460 M-gals.	3.00	1,380.00
Stone Base	22,600 tons	2.40	54,240.00
3/4"-0 Material in Base	3,360 tons	2.50	8,400.00
3/4"-0 Aggregate in Prime Coat	100 cu.yds.	6.00	600.00
RC-250 Asphalt in Prime Coat	15 tons	55.00	825.00
Bituminous Base Mixture	560 tons	5.15	2,884.00
Asphalt in Bituminous Base Mixture	30 tons	30.00	900.00
Class "B" Asphalt Concrete	3,000 tons	7.00	21,000.00
8-inch Continously Reinforced Concrete Pavement	15,500 sq.yds.	7.50	116,250.00
8-inch Reinforced Concrete Pavement	950 sq.yds.	6.00	5,700.00
12-inch Reinforced Concrete Bridge End Panels	170 sq.yds.	16.00	2,550.00
Special Steel Reinforcement	41,000 lbs.	0.15	6,150.00
Pavement Terminal Anchors	600 lin.ft.	20.00	12,000.00
Loose Riprap	1,800 cu.yds.	4.50	8,100.00
12-inch Plain Concrete Storm Sewer Pipe	1,200 lin.ft.	3.00	3,600.00
8-inch Plain Concrete Storm Sewer Pipe, Extra Strength	1,900 lin.ft.	2.25	4,275.00
12-inch Plain Concrete Storm Sewer Pipe, Extra Strength	50 lin.ft.	4.00	200.00
15-inch Plain Concrete Storm Sewer Pipe, Extra Strength	60 lin.ft.	5.25	315.00
24-inch Reinforced Concrete Storm Sewer Pipe, Class 3	40 lin.ft.	8.00	320.00
8-inch Steel Storm Sewer Pipe, 16 ga., Type "C" Coating, Asbestos Protected	35 lin.ft.	3.25	113.75

8-inch Steel Storm Sewer Pipe, 14 ga., Type "C" Coating, Asbestos Protected	80 lin.ft.	$ 8.75	$ 700.00
12-inch Steel Storm Sewer Pipe, 16 ga. Type "C" Coating, Asbestos Protected	100 lin.ft.	5.00	500.00
12-inch Steel Storm Sewer Pipe, 14 ga. Type "C" Coating, Asbestos Protected	90 lin.ft.	10.50	945.00
15-inch Steel Storm Sewer Pipe, 16 Ga. Type "C" Coating, Asbestos Protected	450 lin.ft.	6.00	2,700.00
15-inch Steel Storm Sewer Pipe, 14 Ga., Type "C" Coating, Asbestos Protected	90 lin.ft.	12.00	1,080.00
18-inch Steel Storm Sewer Pipe, 16 Ga. Type "C" Coating, Asbestos Protected	220 lin.ft.	7.00	1,540.00
21-inch Steel Storm Sewer Pipe, 16 Ga. Type "C" Coating, Asbestos Protected	270 lin.ft.	8.00	2,160.00
Concrete Manholes, 6' or less deep	4 only	250.00	1,000.00
Concrete Manholes, 6 to 12 feet deep	10 only	350.00	3,500.00
Concrete Manholes over 12' deep	2 only	550.00	1,100.00
Concrete Inlets, Type C-1	8 only	100.00	800.00
Concrete Inlets, Type CB	2 only	100.00	200.00
Concrete Inlets, Type B	40 only	100.00	4,000.00
Special Concrete Inlets	4 only	100.00	400.00
Adjusting Manholes	1 only	150.00	150.00
Reconstruct Concrete Manholes	4 only	250.00	1,000.00
Concrete Curbs	240 cu.yds.	45.00	10,800.00
Concrete Islands	35 cu.yds.	35.00	1,225.00
4-inch Concrete Surfacing	490 sq.yds.	5.00	2,450.00
AC Concrete Walks	2,150 sq.yds.	2.00	4,300.00
Guide Posts, Y-2	20 only	8.00	160.00
Guard Rail	2,000 lin.ft.	3.00	6,000.00
Median Barrier	1,000 lin.ft.	4.00	4,000.00
Salvaging Guard Rail	50 lin.ft.	1.50	75.00
Salvaging Type 2 Barricades	2,050 lin.ft.	1.00	2,050.00
Guard Rail-Salvaged Guard Rail	50 lin.ft.	1.50	75.00
Guard Rail-Salvaged Type 2 Barricade	1,900 lin.ft.	1.25	2,375.00
Type 2 Barricade-Salvage Type 2 Barricade	150 lin.ft.	2.50	375.00
6' Chain Link Fence	4,000 lin.ft.	2.25	9,000.00
6'x4' Chain Link Fence	1 only	90.00	90.00
2½-inch Steel Water Pipe	30 lin.ft.	1.50	45.00
Miscellaneous Work			
Refinish Existing Walls	1,800 sq.yds.	2.00	3,600.00
Repair Belmont Street Stairway	All Required		2,000.00
Retaining Walls			
Trench Excavation	20 cu.yds.	4.00	80.00
Class "A" Concrete	36 cu.yds.	65.00	2,340.00
Metal Reinforcement	2,600 lbs.	0.13	338.00

Metal Parapet Railing, Single Pipe	121 lin.ft.	$ 6.50	$ 786.50
			$356,072.25

Signing (Sta. 349+00 to Sta. 454+10)

Sign Support Footings	All Required		$ 5,250.00
Pipe Sign Posts	All Required		270.00
Cantilever Sign Structures	All Required		6,400.00
Butterfly Sign Structure	All Required		8,600.00
30' to 60' Sign Bridges	All Required		12,000.00
90' to 120' Sign Bridges	All Required		25,000.00
Sign Illumination Equipment	All Required		11,400.00
Painted Wood Sign Posts	All Required		600.00
Type "A" and "B" Signs in Place	2,117 sq.ft.	$ 6.30	13,337.10
Type "C", "D", "H" and "I" Signs in Place	197 sq.ft.	3.65	719.05
Type "E", "F", "G" and "M" Signs in Place	212 sq.ft.	3.80	805.60
Type "P" and "Q" Signs in Place	36 sq.ft.	5.00	180.00
			$ 84,561.75

Illumination (Sta. 411+00 to Sta. 493+00)

Roadway Illumination Installation, Complete	All Required	$ 84,000.00
		$ 84,000.00
Flagging (57½% of Contractor's Cost)	All Required	$ 5,000.00
Repair Morrison Street "Y" Line	All Required	1,000.00
		$ 6,000.00

Utilities

Work by Portland General Electric	All Required	$ 75,000.00
Work by Portland Traction Company	All Required	7,000.00
		$ 82,000.00

Subtotal	$612,634.00
10% Engr. & Cont.	61,263.00
Total	$673,897.00

Type Code X9dl
East Marquam Int. Str. (#8590)(Sta. 432+30 to Sta. 454+10)

Shoring, Cribbing, etc.	All Required			$ 20,000.00
Structural Excavation	5,200 cu.yds.	$	3.00	15,600.00
Structural Excavation Below Elevation Shown	500 cu.yds.		3.00	1,500.00
Core Drilling	50 lin.ft.		2.00	100.00
Furnish 10 BP 42 Steel Piling	105,195 lin.ft.		5.00	525,975.00
Haul Pile Sections	All Required			10,000.00
Splice Steel Piles	700 only		30.00	21,000.00
Drive Test Piles	140 only		80.00	11,200.00
Drive Steel Piles	1,133 only		65.00	73,645.00
Class "A" Concrete (13,375 cu.yds. @ $70.00)	All Required			936,250.00
80' to 85' Type 4, Prestressed Beams	50 only		2,000.00	100,000.00
85' to 90' Type 4 Prestressed Beams	47 only		2,000.00	94,000.00
Metal Reinforcement (2,874,000 lbs. @ $0.12)	All Required			344,880.00
Structural Steel (Carbon 533,800 lbs. @ $0.21) (Low Alloy 3748,000 lbs. @ $0.23)	All Required			974,138.00
Metal Parapet Railing, Single Pipe	9,235 lin.ft.		6.00	55,410.00
8-inch Standard Steel Pipe	2,500 lin.ft.		14.00	35,000.00
1-inch Electrical Conduit	1,500 lin.ft.		1.50	2,250.00
1½-inch Electrical Conduit	5,300 lin.ft.		1.75	9,275.00
Fire Barrier	All Required			7,000.00
Temporary Guard Rail	1,700 lin.ft.		4.00	6,800.00
Revise Marquam Bridge Pier Ladders	All Required			5,000.00
Marquam Bridge Pier Riprap	10,500 tons		4.00	42,000.00
Fill Underground Tanks	All Required			500.00
	Subtotal			$3,291,523.00
	10% Engr. & Cont.			329,152.00
	Total			$3,620,675.00

Length of Roadway - - - - - - - - - - - - - -0.424 mile
Length of Signing - - - - - - - - - - - - - -1,174 mile
Length of Illumination- - - - - - - - - - - -0.831 mile
Length of 1 Structure - - - - - - - - - - - -0.413 mile
Total Length- - - - - - - - - - - - - - - - -2.842 miles
Cost of Roadway per Mile- - - - - - - - - - -$158,938.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 673,897.00	$ 621,000.00	$ 52,897.00
Structure	3,620,675.00	3,340,000.00	280,675.00
	$4,294,572.00	$3,961,000.00	$333,572.00

EAST MARQUAM INTERCHANGE UNIT

PROJECT NO. I-5-6(41)301

Estimated Cost of Work by Portland Traction Co.

Engineering and Inspection, 7 mo. @ $620/mo.	$4,340.00
Flagging: Yard Engine Foreman @ $26.55/day= $26.55 2 Yard Engine Helpers @ $24.64/day $49.28	
Total per Day - $75.83 x 10 days	758.30
Subtotal. . . .	$5,098.30
+33% Payroll Additives	1,682.44
Total	$6,780.74
Travel Cost for Flagging Crew, $20.00 per day x 10 days. . .	$ 200.00
Total Estimated Cost	$6,980.74
Use	$7,000.00

PRESTRESSED BEAM QUANTITIES

EAST MARQUAM INTERCHANGE

PROJECT NO. I-5-6(41)301

80' to 85' Type 4 Prestressed Beams

Overhead	All Required		$ 150.00
Class "AA" Concrete	18 cu.yd.	$ 45.00	810.00
Metal Reinforcement	1,300 lb.	0.12	156.00
Prestress Wire	1,600 lb.	0.50	800.00
			$ 1,916.00
		Use	$ 2,000.00

85' to 90' Type 4 Prestressed Beams

Overhead	All Required		$ 150.00
Class "AA" Concrete	18.2 cu.yd.	$ 45.00	819.00
Metal Reinforcement	1,320 lb.	0.12	158.40
Prestress Wire	1,620 lb.	0.50	810.00
			$1,937.40
		Use	$2,000.00

EAST MARQUAM INTERCHANGE

NONPARTICIPATING

AC Concrete Walk	2,850 sq.yd.	$ 2.00	$5,700.00

APR 20 1967

I-5-6(41)301
6.16

April 19, 1967

Mr. A. W. Parsons
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon

Re: East Marquam Interchange
Contract No. 6576
FAP No. I-5-6(41)301

Dear Sir:

By letter of January 11, 1967, we requested your concurrence in an extension of time to March 1, 1967, without assessment of liquidated damages. Concurrence was received from you in your letter of January 19, 1967.

The date of March 1, 1967 was predicated on the contractor's firm estimate of time required to complete the work, based on expected delivery of all materials required for the work. All work was essentially complete on the March 1 date except placement of the rail, a small amount of form stripping, concrete finish, and placement of a small amount of sidewalk, all on the pedestrian ramp.

Delay in completing the work is attributable to the contractor's rail fabricator failing to complete fabrication of the rail and delivery of same to the jobsite. The fabricator's reasons for failure to deliver the rail to the contractor on time are -- difficulty in obtaining the special metal sections required for the rail and difficulty in fabricating the complex rail.

This is considered an extenuating circumstance beyond the control of the contractor. Supplementing our request of January 11, I request your concurrence in an extension of time to March 15, 1967, the actual completion date, without assessment of liquidated damages.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

RECEIVED
APR 3 - 1967

I-5-6(11) 301
6576

April 3, 1967

Portland Traction Company
1800 S.E. Water Ave.
Portland, Oregon 97214

Subject: E. Marquam Interchange Section
Contract No. 6576

ATTENTION: Mr. F. V. Schlaf, Traffic Manager

Dear Sir:

We are in receipt of your letter of March 27, 1967, concerning submission of the final bill for flagging and protective services on the subject project.

Please disregard the last paragraph in our letter of March 21, 1967, as our original intention was to merely notify you of the completion of the subject contract.

We would, however, appreciate receiving the final bill for these services at the earliest date possible as the final payment to our contractor must be withheld until receipt of this billing.

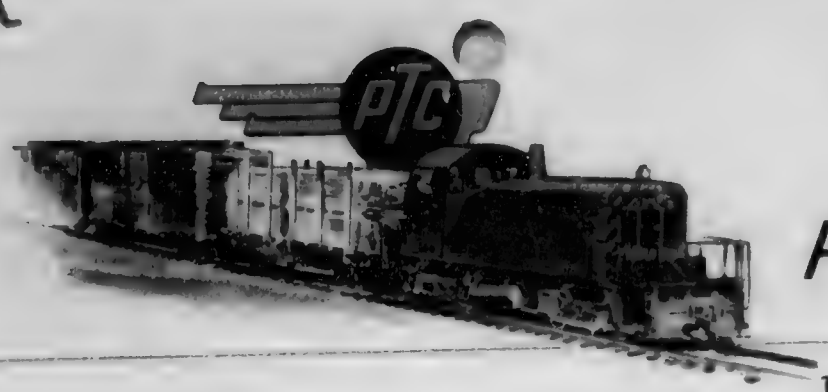
Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:ed



PORTLAND'S OWN RAILROAD

PORTLAND TRACTION COMPANY

F. V. SCHLAF
Traffic Manager

1800 S. E. WATER AVE. • Phone 233-5481
PORTLAND, OREGON 97214

March 27, 1967

File A

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
Salem, Oregon 97310

Attention: Mr. L. H. Young, Office Engineer

Dear Sir:

This refers to your letter of March 21st advising that work was completed on March 15, 1967, on the East Marquam Interchange Section in Multnomah County, State Highway Contract No. 6576.

It is my understanding that this project also embraced relocating of various facilities on our property as well as relocation of certain tracks, and for your information, this work has not been completed.

The removal of our former office building is scheduled for sometime this week, and in view of this, am wondering if the final bill for flagging and other protective services should be withheld until such time as this has been accomplished, which would extend the submittal date beyond July 13, 1967.

Will appreciate your advising.

Very truly yours,

F. V. Schlaf

Superintendent-Traffic Manager

FVS mm

RECEIVED
MAR 24 1967
ENGINEERING

Virgil Chase ?

FORM E-123X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6516

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 21, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

This is to advise you that all work, including the Morrison Bridge pedestrian ramp, was completed on March 15, 1967, on Contract No. 6576, East Marquam Interchange Section, in Multnomah County, in connection with Federal-Aid Project No. I-5-6(41)301.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

orig'd Young 3-31-67

Bureau of Public Roads
Oregon Division Office Endorsement Date 3/23/67

Conditions noted on above date:

OK WHS

NOTED
F. B. KLABOE

A. W. Parsons
Division Engineer

cc: Forrest Cooper
Vince Gallagher

By:
G. R. Brooks
District Engineer

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: East Marquam Interchange Unit, East Bank Freeway	WEEK ENDING: March 10, 1967	
HIGHWAY: Pacific	SECTION PREFIX: 626-1036	
	COUNTY: Multnomah	
NAME OF JOB: East Marquis Interchange Unit 1	KIND OF WORK: Structure, Grade, Pave, Signing & Illumination	
CONTRACTOR: Lord Bros. Contractor, Inc.	CONTRACT NUMBER: 6576	FEDERAL AID PROJECT NUMBER: I-5-6(41)301
DATE OF CONTRACT: May 4, 1965	DATE WORK STARTED: May 3, 1965	COMPLETION DATE: 3-15-67
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 6 SUPERVISION: 2	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 452	CALENDAR DAYS USED 679
PROJECT AUTHORIZATION: $ 4,121,377.06	SPECIFIED COMPLETION DATE: 7-31-66	PERCENT OF TIME ELAPSED: Time Extension 150.2% to be determined*
EXCLUSIVE OF ENGINEERING: $ 3,828,115.58	ENGINEERING AUTHORIZATION $ 293,061.48	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95.2%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 3,844,875.49	ENGINEERING COST TO DATE $ 277,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 85.6%
ESTIMATED PERCENT OVERRUN UNDERRUN: 0.44%	PERCENT OF AUTHORIZATION: 89.47%	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED			ALL ROADWAY ITEMS COMPLETED				
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY: 1							
HOURS PER SHIFT: 8							

EQUIPMENT USED DURING THE WEEK: Front End loader, truck, boom truck, and small tools.

Routing: Morris, Decker, Bond, Barbee, Walker, Swen, Rook, Peck, Monfort, Trost, Scott, Wills, Litchfield, Olsen

RECEIVED
MAR 13 1967
CONSTRUCTION DIVISION

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	8590							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		Does not Apply		*Exclusion area available to contractor 6/3/66.
MONDAY	Cloudy-cool			
TUESDAY	Rain			
WEDNESDAY	Rain			
THURSDAY	Showers			
FRIDAY	Showers			
SATURDAY				

RECEIVED
STATE HIGHWAY DEPT.
BRIDGE DIVISION
MAR 20 1967
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Greeting and grouting rail on pedestrian ramp. Working on area clean-up.
TUESDAY	Re-ereting ~~xxxxxx~~ chain link fence along West side of freeway at esplanade retaining wall and pedestrian ramp. Placed aluminum rail on Morrison Bridge at upper end of pedestrian ramp. Working on area clean-up. Removing caps and steel straps at old dock removal foot of Clay street.
WEDNESDAY	Re-ereeting chain link fence along West side of freeway at esplanade retaining wall and pedestrian ramp. Completed old dock removal. Taking down Type 2 barricade from pedestrian ramp forward the North. All contract and price agreement work complete as of this date.
THURSDAY	Completed taking down Type 2 barricade and hauled to Sunset Maintenance yard. Contractor removed job signs.
FRIDAY	All work completed.
SATURDAY	

REMARKS

STATUS: All work complete.

SIGNED _____ LOCATION 909 N. Stanton St. Portland, Oregon 97227

Robert E. Shotwell

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
MAR 6 - 1967
FOR FILING

I-5-6(41)301

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
McMINNVILLE
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 21, 1967

RECEIVED
MAR 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that all work with the exception of the Morrison Bridge pedestrian ramp, being constructed under a price agreement, has been completed on Contract No. 6576, East Marquam Interchange Section, in Multnomah County, in connection with Federal-Aid Project No. I-5-6(41)301.

We request that your office inspect the completed portion of the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions which would prevent acceptance of this portion of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oreg. Div. Office Endorsement Date: 2/10/67

NOTED
F. B. KLABOE

Conditions noted on above date:
OK except as noted in letter dtd

G. R. Brooks, District Engineer

to: Forrest Cooper
Vince Gallagher

for A. W. Parsons
Division Engineer

3-3-67

REFERRED TO
Young
By Asst. State Hwy. Engr.

Agenda
4 M

February 8, 1967

Portland Traction Company
1800 S. E. Water Avenue
Portland, Oregon 97214

[redacted]

RAILROAD COMPANIES
FILE No. 631

Gentlemen:

We are enclosing for your signature two fully executed copies of a supplemental agreement concerning the negotiation for an easement for the structures of the East Marquam Interchange Section of the Pacific Highway in Multnomah County.

When you have signed these agreements, please return one fully executed copy to this office for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosures

cc: T. W. Litchfield

RECEIVED
JAN 27 1967
FOR FILING
I-5-6(41) 301
6576

Salem, Oregon
January 26, 1967

Mr. Ivan Merchant
Bridge Engineer

BPR Project State Inspection Report
East Marquam Interchange
Pacific Highway

Re the attached Bureau of Public Roads' Project Stage Inspection Report received January 23 on the East Marquam Interchange, Pacific Highway, Project No. I-5-6-(41)301, Concrete Production and Placement, please bring this up at the Division Engineers' meeting.

Also, discuss it with Bear and ask him for a report.

Tom Edwards
Assistant State Highway Engineer

Attachment

TE:ja

cc Forrest Cooper
R. L. Porter
F. B. Klaboe (enc.)
Lloyd Shaw (enc.)
Victor D. Wolfe

STATE COPY

FORM PR-33A (REV. 3-68) cc: OSHD (Kinnoe)
OSHD (Edwards)
Region
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT STAGE INSPECTION REPORT
~~INTERMEDIATE CONSTRUCTION INSPECTION REPORT~~
(PPM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	STATE
8	*	Multnomah	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
1-5-67	H. A. Schell, Area Engineer		I-5-6(41)301

IN COMPANY WITH
R. Shotwell, Asst Res Engr and D. Bennett, Res Engr, OSHD

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	See below	135 %	94 %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

EAST MARQUAM INTERCHANGE
PACIFIC HIGHWAY

* Phase Inspected: CONCRETE PRODUCTION AND PLACEMENT

1. SCOPE OF INSPECTION

This inspection was performed on the concrete production and placement for the ramp to the esplanade area along the East Bank Freeway adjacent to the Morrison Bridge. This work is being accomplished under a price agreement in the sum of $67,053. There are 215 CY of concrete and 35,790 lbs. of reinforcing steel. The walkway is circular, 8' wide and on an 11% grade and involves extreme care in layout and inspection. Required 28-day concrete strength is 4000 psi and the State is obtaining this with 7 sacks of cement per CY of concrete.

Concrete inspection is handled under the materials laboratory with a Branch Inspection office in the Portland-Metropolitan area. Source records were checked at this office with Mr. Deserano who supervises this phase of the work in the Portland area. The project was inspected with Mr. Joe Simpson, OSHD project inspector, the plant site with Mr. R. Aase, plant inspector. State supervision and control is considered adequate except as noted below.

2. SUMMARY OF FINDINGS AND RECOMMENDATIONS

a. Dial Scale Certification

Finding

A review of the plant indicated that the State Sealer of Weights and Measures had not certified the scales since their installation a few months prior. This is a new automatic plant installation and apparently the supplier (Pacific Building Materials) had not asked the State to inspect the scales. (See Std. Spec. Art. 9-2) They had been checked, however, by Howe Richardson during their installation, 9-6 and 9-8-66, and apparently are accurate. Concrete strength appeared to be adequate.

Copy - Shaw
Merchant

(more)

Recommendation

It is recommended that the State ask the supplier to have the scales certified by the State Sealer of Weights and Measures as soon as possible.

b. Concrete Temperature Verification

Finding

Cold weather prompted the contractor and supplier to heat the water prior to mixing in order to speed up the initial set of the concrete. It was found that the State had no method of either checking the temperature of the water or the concrete. (See Std. Spec. 404-3.17)

Recommendation

The State should have a thermometer to check the temperature of the concrete and water.

3. GENERAL COMMENTS AND STATUS OF WORK

All work on the project is completed except cleanup and the work remaining on this pedestrian ramp. It is expected that all items will be completed in about 2 months.

The time lag as shown is excessive; however, in the railroad exclusion area the contractor was prevented access due to conditions beyond his control and has requested a 167-day extension (time on the project expired 7-31-66). Additional time has not been granted to date for the esplanade retaining wall and ramp addition. Both of these items came at the end of the project. It is felt that no liquidated damages will be required because of these delays.

RECEIVED
JAN 26 1967
FOR FILING
I-5 6(41) 3C
6576

AR-631

January 25, 1967

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the January 31 meeting a supplemental agreement with the Portland Traction Company concerning the negotiation for an easement for the structures of the East Marquam Interchange Section of the Pacific Highway in Multnomah County.

The original agreement, dated December 14, 1965, between the Traction Company and the State, provided that if the State and the Railroad were unable to agree on the amount to be paid to the Railroad for the easement within a year after the date of the agreement, the State would immediately file a condemnation proceeding against the Railroad. This supplemental agreement extends that year's time from December 14, 1966, to March 13, 1967, and provides for a further extension of an additional three months if necessary. At the end of the extended period, should agreement still not be reached between the Railroad and the State, the State is then to proceed with condemnation.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. E. Klaboe
Victor D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan (Attn. T. W. Litchfield)
A. E. Johnson

Mr. Query: Please see that the deletion in the agreement is noted by the Commissioners.

F.C.

RECEIVED
JAN 23 1967
FOR FILING

Form GB-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 18, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(41)301
East Marquam Interchange Section
Portland General Electric Company and
Pacific Power and Light Company

Our June 3 and November 23, 1966 memorandums for Portland General Electric and June 10, 1966 memorandum for Pacific Power and Light on the subject utility adjustments required the submission of a certification concerning the real property interest by the utility and evidence of this interest in accordance with IM 30-2-66. This certification was waived at the authorization stage and made a condition precedent to Federal reimbursement.

Mr. Litchfield's January 11, 1967 letter has transmitted Mr. Hesla's December 29, 1966 certifications countersigned by Mr. Sollis to satisfy the requirements. We find these documents satisfactory compliance with the IM.

REFERRED TO Litchfield
Asst. State Hwy. Engr
1-23-67

RECEIVED
JAN 26 1967
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-300—896

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement for additional funds as noted
JAN 18 1967
G-1-P
Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name East Marquam Interchange Date January 16 19 67

Highway Pacific Contract No. 6576

County Multnomah Prefix 626-1036

Contractor Lord Bros. Contractors, Inc. F. A. Project No. I-5-6(41)301

Address 9233 N. Calvert Ave., Portland, Oregon Order No. 17

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Transfer 1½" electrical conduit in Morrison Bridge south parapet to below deck at Pedestrian Ramp entryway.

1. Equipment rental rates shall be in accordance with State AGC Agreement.
2. Percentages allowable to contractor in accordance with executed contract for this project.

Location by station numbers:

Morrison Bridge "Y" Line off-ramp Station "Y" 3+02.71

Estimate of quantities and cost:

Labor	$ 93.60
Material	34.50
Equipment	21.90
Total	$150.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The plan and elevation for altering the existing structure (Drawing 22434) does not provide for relocating existing conduit. Work is required in order to provide an open entryway. Work has not been performed. Tentative approval received from BPR on January 13, 1967.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,121,177.06
Present estimate of project cost, including $150.00 for work under this order	$4,206,686.34
Expected under-run / over-run amount	$85,509.28
Expected under-run / over-run per cent	2.07

Space to right of this line is for use of Salem Office

Submitted by: /s/ Robert Shotwell
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
Construction Engineer or for Bridge Engineer

Approval Recommended: Edward L. Hardt
Assistant Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer
Assistant State Highway Engineer or
Office Engineer.

State Printing

Approved 1-27-67

RECEIVED
JAN 12 1967
FOR FILING
I-5-6(41)301
6576

January 11, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: East Marquam Interchange Unit
Contract No. 6576
FAP No. I-5-6(41)301

Dear Sir:

The specified completion date for work on this contract is July 31, 1966. The original contract work was essentially complete October 18, 1966 and the estimated date for completion of the original contract work plus extras added is March 1, 1967.

The contractor has requested that the date for completion of the work be advanced to March 1, 1967, without assessment of liquidated damages. The contractor's reasons for this request are -- denial of an exclusion area, designated in the contract documents as an area bounded by the south line of S. E. Clay Street and the north line of S. E. Market Street, for a period of time and extra work added to the contract. Conditions pertinent to the contractor's request are as follows:

The completion date specified was predicated on the exclusion area being made available to the contractor on January 1, 1966. The area was not available to the contractor until June 3, 1966, a delay of 153 calendar days. Contract bidding documents indicated to the contractor that delay attributable to nonavailability of the exclusion area on the indicated date would be cause for an extension of the time. Adjusting the contract completion date to account for the 153-day delay establishes a new completion date of December 4, 1966.

The Marquam Bridge was opened to traffic on October 18, 1966, with the original contract work being substantially complete on that date.

The extra work the contractor refers to in his request is that required by Price Agreement 17 ($67,053.40 for the pedestrian overcrossing) and Price Agreement No. 18 ($31,568 for the Esplanade wall). The contractor was ordered to proceed on Price Agreement 18 on August 12, 1966 and on Price Agreement 17 on September 1, 1966. He was not able to shift his full crew to the extra work as the Department insisted that the original contract work be completed and made available for use by traffic first. Full construction operations started on Price Agreement 17 on November 1, 1966. All work on Price Agreement 18 was complete on November 15, 1966, except for placing the metal rail. The contractor's request for additional time to March 1, 1967 is reasonable, as our estimate of time to construct the work required by Price Agreement 17 was four months.

Because of conditions cited above, I propose to recommend to the Highway Commission that the completion date for the contract be advanced to March 1, 1967 without assessment of liquidated damages. May I have your concurrence in this recommendation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

Form E-208—634

STATE COPY

APPROVED
Contingent upon modification of project agreement for additional funds as noted.
Date 1967
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name East Marquam Interchange Unit 1 Date January 4, 1967

Highway Pacific Contract No. 6576

County Multnomah Prefix 626-1036

Contractor Lord Bros. Contractors, Inc. F. A. Project No. I-5-6(41)301

Address 9233 N. Calvert Ave., Portland, Oregon 97217 Order No. 16

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove and dispose of dock.

A. Equipment rental rates shall be in accordance with State AGC Agreement.
B. Percentages allowable to contractor in accordance with executed contract for this project.

Location by station numbers:

120' west of Sta. "C" 443+00 and in Willamette River.

Estimate of quantities and cost:

Labor	$320.00
Equip.	580.00
Total	$900.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Under the Special Provisions pg. 25 "Removal & Disposal Work" the ramp to this dock was removed. Due to an oversight in the specifications no mention of the removal of the dock was included. To eliminate a potential hazard to river traffic and alleviate an eyesore this work is required. Work has not been performed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 4,121,177.06	
Present estimate of project cost, including $ 900.00 for work under this order	$ 4,199,867.48	
Expected ~~under-run~~ over-run amount	$ 78,690.42	
Expected ~~under-run~~ over-run per cent	1.91	

Submitted by: /s/ R. S. Shotwell
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
for Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
JAN 5 - 1967
ENGINEERING

Form CD-12f (11-63) (Pres. by A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6576

DATE: December 28, 1966

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: East Marquam Interchange
Oregon Project I-5-6(41)301
State Force Order No. 11
Total Estimated Amount of the Order: $1,223.75
Federal Participation: $1,101.38

NOTED
F. B. KLABOE

Reference is made to your letter dated December 21, 1966 concerning subject order.

We are approving the use of State furnished materials as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The barricades have come from previous F.A. project and have been constructed under a competitive contract and when F.A. barricade is involved Public Roads has or will receive credit for this barricade.

2. The salvage cost has been reviewed by the Bureau of Public Roads on several projects and is considered reasonable for this project.

3. Because of the above reasons in most cases, the material cost involved is only a transfer of Federal funds from one project to another.

Salvage rates will be according to a schedule that has been previously approved by this office for use on force account work.

Attachment

REFERRED TO
Yours truly
Asst. State Hwy. Engr.
1-4-67

RECEIVED
JAN 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Contingent [illegible] project [illegible]
G1-P[illegible]
SEP 30 1966
Dist. Engineer
U.S. Bureau of Public Roads

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 11

Project Name East Marquam Interchange Date September 30, 1966

Highway Pacific Contract No. 6576 F. A. Project No. I-5-6(41)301

County Multnomah Prefix 626-1036 Account No. 210-11

Description of Work To Be Done:

To cover cost of Type 2 Barricade transferred from S.W. Montgomery-S.W. Broadway St. Section, Contract 6577, to this job.

Location by Station Numbers:

To be installed at various locations through project as required.

Estimate of Quantities and Costs:

575	Lin. Ft. @	$1.50	=	$ 862.50
212-1/2	Lin. Ft. @	1.70	=	361.25
				$ 1,223.75

Explanation:

This barricade was salvaged from S.W. Montgomery-S.W. Broadway, Contract No. 6577. Barricade will be transported and installed under E.W.O. No. 14.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 4,121,177.06
Present estimate of project cost, including $ 1,223.75 for work under this order	$ 4,198,219.03
Expected ~~under-run~~ over-run (amount)	$ 77,041.97
Expected ~~under-run~~ over-run (per cent)	1.87

Space to right of this line is for use of Salem Office

Submitted by: /s/ Robert Shotwell
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
Construction Engineer or for Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Asst. Division Engineer

Approved: /s/ L. H. Young
~~Deputy or Assistant State Highway Engineer~~
Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

DEC 20 1966

Form CD-121 (11-63) (Issued by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-5-6 (41) 301

TO 6216 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 15, 1966

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
L. R. Backlund
Administrative Manager

SUBJECT: Oregon Project I-5-6(41)301
East Marquam Interchange

Mr. Young's letter of November 25, 1966 submitted State Force Order No. 11, covering the cost of State furnished material, for our approval. Pursuant to our conversations and your request, we are returning all but one copy of the subject order.

The State Force Order documents the proposed use of State-furnished material for our consideration and finding that it is in the public interest in accordance with PPM 21-6.3. It does not provide for the transfer of costs from one project to the other. This is normally handled by a transfer voucher.

To assure that proper costing to the projects is made on a timely basis a statement in your transmittal letter or on the Order itself should be made to the effect that a transfer voucher of costs will be made immediately upon approval of the order.

Encl.

REFERRED TO
James R. Ulano.
By Asst. State Hwy. Engr.
12-19-66

NOTED
F. B. KL480F

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

APPROVED Credit 6577
Contingent upon modification of project agreement Charge 6576
SEP 30 1966
Date
g-1-P
Title Dist. Engineer
U.S. Bureau of Public Roads

Form A-105—SM

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 11

Project Name East Marquam Interchange Date September 30, 19 66

Highway Pacific Contract No. 6576 F. A. Project No. I-5-6(41)301

County Multnomah Prefix 626-1036 Account No. 210-11

Description of Work To Be Done:

To cover cost of Type 2 Barricade transferred from S.W. Montgomery-S.W. Broadway St. Section, Contract 6577, to this job.

Location by Station Numbers:

To be installed at various locations through project as required.

Estimate of Quantities and Costs:

575 Lin.Ft. @ $1.50	=	$ 862.50
212½ Lin.Ft. @ 1.70	=	361.25
		$1,223.75

Explanation: This barricade was salvaged from S.W. Montgomery-S.W. Broadway, Contract No. 6577. Barricade will be transported and installed under E.W.O. No. 14.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,121,177.06
Present estimate of project cost, including $ 1,223.75 for work under this order	$4,198,219.03
Expected ~~under-run~~ over-run (amount)	$ 77,041.97
Expected ~~under-run~~ over-run (per cent)	1.87

Space to right of this line is for use of Salem Office

Submitted by: /s/ Robert Shotwell, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Construction Engineer or for—Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt, Asst. Division Engineer

Approved: /s/ L. H. Young, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

RECEIVED
DEC 7 - 1966

Form CO-121 (Rev. 7-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-6 (41) 301

TO: Mr. Forrest Cooper, State Highway Engineeer
Salem, Oregon

DATE: November 23, 1966

In reply refer to: 08-35-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(41)301, East Marquam Interchange Section
Portland General Electric Utility Adjustment

Our June 3, 1966 memorandum authorized you to proceed with the subject utility adjustment, and subsequently as the result of the October 4, 5 and 6 condemnation action, which removed all improvements from consideration, some additional work is necessary to replace oil and steamlines to the Company's Station "L" dock.

Mr. Litchfield's November 3, 1966 letter confirmed an earlier verbal authorization to proceed with the additional work subject to receipt of the proper documentation. Mr. Litchfield's November 10, 1966 letter, the Utility's November 2, 1966 letter, and the Company's estimate and sketch are hereby approved as constituting the agreement for this additional work.

On the basis of the foregoing, we confirm our October 26, 1966 authorization to proceed with the work under the provisions of PPM 30-4 (December 31, 1957) with the certification required by IM 30-2-66 as a condition precedent to Federal reimbursement.

RECEIVED
NOV 2
OREGON
STATE HIGHWAY COMMISSION

copies to Machung Litchfield Young orig to 11-30-66

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 16 1966
FOR FILING

I-5-6(41)301

6576

November 16, 1966

796w

Mr. W. V. Cote
Claim Department
American Motorists Insurance
Yeon Building
Portland, Oregon

Dear Mr. Cote:

Re: 67AM 31159
Ins: Ernest Peterka
D/L: 8-66

In reference to your letter of November 2 concerning the above,,I am advised that in August of this year light pole standards were being painted by Rehder Painting, 4362 NE Haselfern Place, Portland, under a subcontract from the State's contractor, Lord Bros Contractors, Inc.

At the same time Tri-State Painting Company, 9100 SE Stanley Avenue, Portland, were painting the Burnside Bridge in the same general area under a contract from Multnomah County.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:mc
bc Forrest Cooper
R. L. Porter
E. S. Hunter (VDW-796)

FORM E-30 50M 10-65 SP*23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
November 14, 1966

To: Mr. Victor D. Wolfe
Administrative Assistant
State Highway Building
Salem, Oregon 97310

SUBJECT: Paint Damage
Contract: 6576
East Marquam Interchange

In answer to your inquiry of November 10, 1966 relative to American Motorists Insurance, letter of November 2, 1966 (copy attached), in August of this year light pole standards were being painted in the area in question by Rehder Painting, 4362 N. E. Hazelfern Place, Portland, under a subcontract from the State's contractor, Lord Bros. Contractors Inc.

At the same time, Tri-State Painting Company, 9100 S. E. Stanley Avenue, Portland, were painting the Burnside Bridge in the same general area under a contract from Multnomah County.

A. E. Johnson
Metropolitan Engineer

By: Edward L. Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:dm

Enclosure

cc: Mr. Robert Shotwell

RECEIVED
NOV 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

November 10, 1966

Mr. E. L. Hardt
Assistant Engineer
Metropolitan Division

With reference to the attached, please furnish me with name of contractor doing painting at this time. An early reply will be appreciated.

Victor D. Wolfe
Administrative Assistant

VDW:mc

Att.

MEMO

DATE: November 9, 1966

SUBJECT: Assignment - 796-VDW

TO: V. D. Wolfe

FROM: Maintenance Division - G. D. Anderson

No painting by State Forces has been done in area referred to in this complaint. Ed Hardt of Metro advises that contract painting was being done on light poles in this area on about the time specified.

Suggest contacting Ed Hardt to get the name of the painting contractor who may be responsible.

E. J. Hunter

Maintenance Division
Oregon State Highway Department

11-15

KEMPER INSURANCE
CHICAGO

AMERICAN MOTORISTS INSURANCE COMPANY
AMERICAN MANUFACTURERS MUTUAL INSURANCE COMPANY
LUMBERMENS MUTUAL CASUALTY COMPANY
FIDELITY LIFE ASSOCIATION - A Mutual Legal Reserve Company
FEDERAL MUTUAL INSURANCE COMPANY

~~DEXTER-HORTON BUILDING XX SEATTLE XX WASHINGTON XX MAIN 3-6955~~

Portland, Oregon November 2, 1966

4346

State Highway Department
Salem, Oregon

REFERRED TO
admin
BY SECRETARY

NOV 3 66

Re: 87AM 3115M
Ins: Ernest Peterka
D/L: 8-66

Gentlemen:

I assume I have reached the right department regarding this situation.

Briefly, our insured, Ernest Peterka had his automobile parked in front of Pacific Fruit & Produce Building, 125 S. E. Stark Street and their parking lot on 2nd and Oak Street, received damages to his vehicle, specifically paint splattered all over from the Burnside Bridge and light posts along the freeway.

Repairs necessitated by these paint splatters are reflected by the repair estimate enclosed.

We would appreciate your early comments on this matter. If we have reached the wrong parties, would you contact us and kindly direct us to the parties responsible for this painting.

Very truly yours,
AMERICAN MOTORISTS INSURANCE

W. V. Cote

W. V. Cote
Claim Department

RECEIVED
NOV 3 1966
STATE HIGHWAY ENGINEER

RECEIVED
NOV - 1966
OREGON
STATE HIGHWAY COMMISSION

3115M

FORD SALES AND SERVICE
Since 1914
"U-8" - "6"

INVOICE

Specialists in Complete Automobile Reconditioning
Rebuilding and Painting

Francis Ford, Inc.

309 S. E. HAWTHORNE BOULEVARD
PORTLAND, OREGON 97214
236-1151

DATE 8/31/66

INVOICE 18321

NAME Ernest Peterka

P. O. NO.

ADDRESS 4444 N. E. 35 Pl., Portland, Oregon

REQ. NO.

63 Ford Lic: 5U 5350

Remove overspray $27.00

Send copies to:
American Motorists Insurance
Yeon Bldg.
Portland, Oregon
Attn: Cote

OFFICE
Body Shop

FORM E-100X 5OM 4-62
RECEIVED
NOV 14 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FILING
I-5-6(41)301
6516

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 10, 1966

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Re: Re-establishment of Oil Line
Station "L" PGE
East Marquam Interchange Section
Pacific Highway - Multnomah County
Project No. I-5-6(41)301
R/W File No. 28591

Dear Sir:

Herewith you will find three copies of each of the following:

1. Letter from A.H. Greisser to the undersigned, dated November 2, 1966
2. PGE estimate for job number 3606 prepared by Mr. H.M. Hauke on February 9, 1966
3. Letter from Mr. Jarvis B. Black to Mr. George Rohde, dated June 9, 1966.
4. PGE Drawing Number CE-6899 showing the work to be done and showing the position of the Marquam Bridge and its piers

This is submitted to you as promised in my letter of November 3, 1966, and we request your approval and authorization to proceed with this work as stated in that letter.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

TWL:sg

Enclosures

cc: F.B. Klaboe
D.H. Moehring
G.E. Rohde
A.E. Johnson
Robert Shotwell
Jack Hesla

RECEIVED
NOV 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

PORTLAND GENERAL ELECTRIC COMPANY

Electric Building
621 S.W. Alder Street
Portland, Oregon 97205

Routing

Morgan | Docker | Bond | Barbee | Walker | Glenn | Swan | Frost | Morelock | Trout | Scott | Wills | Litchfield | Olsen

RECEIVED
NOV 2 1966
CONSTRUCTION DIVISION

November 2, 1966

State Highway Department
State of Oregon
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield

Ref: Your R/W File No. 28591 — Re-establishment of Oil Barge Unloading Facilities at Station "L".

Gentlemen:

Reference is made to your Mr. Litchfield's letter of October 28, 1966 addressed to the attention of our Mr. C. J. Irelan, regarding the re-establishment of the oil barge unloading and oil handling facilities at the Company's Station "L" dock.

In compliance with your request, we furnish herewith a detailed cost estimate totaling $6,037.00 for the re-establishment of the oil barge fuel handling facilities, and a reproducible sepia print of P.G.E. Dwg. No. CE-6899 on which is shown the original installations removed at the request of the State by its contractor on the Marquam Bridge pier construction. Dwg. CE-6899 also shows in plan, the location of the replacement oil handling piping, etc.

Work on the replacement facility was required to be started on October 24, 1966 because of the apparent need for steam power generation to meet the electrical energy requirements of the Pacific Northwest under adverse stream flow conditions. Your Highway Project engineers and inspectors Messrs. Harris and Shotwell were advised promptly regarding the schedule of this work under Company Job No. 3606.

We have photographs which are available for inspection, showing the original oil handling dock, dolphins, oil line and other facilities as of March 12, 1962 when the State's contractor was engaged on the removal of those facilities to clear the construction area for the easterly piers of the Marquam Bridge.

Very truly yours,

Arthur H. Greisser

A. H. Greisser
Superintendent of Production

AHG:ik
enc.
cc: Messrs. A. J. Porter, W. Seton, C. J. Irelan

Estimate Sheet 8-40-200 9-63

Function No. 0340 Job No. 3606 Section No. Station "L"

Function For STATE HIGHWAY COMMISSION Copy Nov. 1, 1966

Reinstall 8-in. dia. Fuel Oil Line for Barge Unloading, and Related 2-in. dia. Steam Main at Sta. "L" Dock (original installation removed by Contractor on Marquam Bridge pier construction.)

E

C/M

REQUESTED BY State Highway Commission | CONNECTION DATE | COUNTY Multnomah | DISTRICT

STOREROOM NO.

EST. LABOR (IN MANHOURS) 542 INSTALLING ---- REMOVAL ---- TRANSF. 542 TOTAL

LOC.	Function	CL	Account	Stores Code No.	Actual Quantity	MATERIAL TO BE INSTALLED	Quantity Estimated	ESTIMATED COST
05	0340	9	312			8" Sch. 30 black pipe (plain ends)	80'	300 00
						2" Std. black iron pipe, threaded	100'	50 00
						8" Std. wt. slip-on weld. flanges	2	21 00
						8" Std. wt. weld. neck flange	1	15 00
						8" Std. wt. short radius weld. ells	3	67 00
						8" Std. wt. straight weld. tee	1	39 00
						(Above 6 items on P.O. No. 98856- Oct. 26, 1966)		
						Miscl. fittings, etc.		55 00
						Pipe hanger materials		65 00
						Platform materials		50 00
						Treated fir lumber	3 Mbf.	525 00
						Elect. conduit (160'), wire, and light fixtures		150 00

7 NOV 66 APPROVED PER RPM 30-4

NOTES	JOB COST	LABOR	MATERIAL	TOTAL
See P.G.E. Co. Drawing CE-6899 for original location and reinstallation. This job to be billed to the State Highway Dept. of Oregon	LABOR - MATERIAL	$3,497 00	$1,337 00	$4,834 00
	STORES EXP.		87 00	87 00
	Transportation			110 00
	OVERHEAD - INSURANCE			1,006 00
	SALVAGE			
	BILLING JOB X		TOTAL	$6,037 00

ESTIMATED BY H. M. Hauke DATE Feb. 9, 1966 WORK STARTED BY L. J. Manning DATE Oct. 24, 1966

APPROVED BY

APPROVED BY A.J.P.

WORK COMPLETED BY DATE

COPY

COPY

June 9, 1966

Mr. Litchfield
from
Mr. Nordlander

Mr. George Rohde
Chief Counsel
Oregon State Highway Commission
Salem, Oregon

Re: Marquam Bridge - Relocation of oil line and steam line

Dear George:

Pursuant to our conversation of last Friday, enclosed you will find sketch for construction of the fuel oil line and steam line necessitated by the removal of the then existing oil line and steam line due to the location of one of the piers of the Marquam Bridge. The proposed fuel oil line will tap into the existing 8-inch line and the steam main will be activated from the turbine room. It is necessary for a two-level platform to be available due to the unloading of oil barges during both high and low water periods. It is my understanding that the valves from the removed pipe and steam line have been salvaged and will be used in the construction of the relocated oil line and steam line.

Would you please submit this sketch to Mr. Nordlander, who I understand is the person who has made the estimates on this job for the Commission. After you have had an opportunity to review this sketch, would you please give me a call and see if we can get together on a price for replacing this facility of the Company which is essential to the operation of Station L.

Very truly yours,

PHILLIPS, COUGHLIN, BUELL & PHILLIPS

Jarvis B. Black

JBB:jk
Enc.

NO

SOUTHEAST WATER AVENUE (EXTE

NORTH

BRASS MON.

BULL RUN PIPELINE R/W

256.15'

STEPHENS SUB-STATION

NUE (EXTENDED)

OLD LINCOLN
SUBSTATION

SOUTHEAST MARKET STREET

HARBOR LINE

Future

I.P.

OIL TANKS

H.P.

BOILER NO. 16

L.P.

MACHINE SHOP

8" OIL PIPE

POLE #126 325
TOP X-ARM EL. 65.24
BTM. X-ARM EL. 60.71

WELDING SHOP

SEWER M.H.

POWER HOUSE EXTENSION

TOP WIRE EL. 65.75
BTM. WIRE EL. 60.25

T

POLE

18' ROADWAY

TOE OF FILL

B.M. 58.73

POLE #303 304

TOP OF BANK

18" CONC. DRAIN

6" CONDENSER DISCHARGE

8" OIL PIPE & STEAM LINE

COND. SCREEN

OIL DOCK (WOOD)

LIGHT POLE

POLE #304
TOP X-ARM EL. 62.20
MID X-ARM EL. 60.0 TO PWR. H.
BTM. X-ARM EL. 57.8

9-PILE DOLPHINS

8-PILE DOLPHIN

9-PILE DOLPHINS

3-PILE DOLPHINS

FOOT LOG

REMOVED BY MARQUAM BRIDGE CONTRACTOR

455

W 455 I L L A

OLD LINCOLN SUBSTATION

H.P. BOILER ROOM

L.P. BOILER ROOM

TURBINE ROOM

23'-0"

19'-0"

TO OIL STORAGE TANK

8" OIL PIPE

70'-0"

NEW 2" STEAM LINE

DERRICK DOCK

NEW 8" OIL LINE

HARBOR LINE

VERTICAL HEADER WITH CONNECTIONS AT TWO ELEVATIONS

PHIN

UAM BRIDGE

A M E T T E R I

I V E R

HARBO

E R

RECEIVED
NOV 14 1966
FOR FILING

Form GR-121 (11-63) (Prec. by A.O. 206-10)

I-5-6(41)301
6576

UNITED STATES GOVERNMENT

Memorandum

KLABUE
EDWARDS

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 7, 1966

In reply refer to: 08-35-DA

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(41)301
East Marquam Interchange, Unit 1
Extra Work Order No. 14

We are returning herewith two copies of the above order. Participation in extra cost for early opening of the freeway above that expected under your specification is not considered an eligible expense.

We will retain one copy of the order for our files.

Enclosure

orig & Klabue
copy & Edwards
11-10-66

NOTED
TOM EDWARDS

RECEIVED
NOV 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-208—656

OREGON STATE HIGHWAY DEPARTMENT G1-P

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name East Marquam Interchange Unit 1 Date October 3, 1966

Highway Pacific Contract No. 6576

County Multnomah Prefix 626-1036

Contractor Lord Bros. Contractors, Inc. F. A. Project No. I-5-6(41)301

Address 9233 N. Calvert Ave., Portland, Oregon 97217 Order No. 14

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Flagging & other incidental costs while working under traffic as listed below: 1. Install & maintain guard rail & related work for pedestrian ramp & esplanade wall. 2. Flagging as required to complete illum. pole painting and payment for any overtime costs incurred. 3. Payment for additional costs for erection of downspouts under traffic & flagging. 4. Flagging for finishing columns. 5. Flagging for repair of and grouting deck joints.
A. Equipment rental rates shall be in accordance with State AGC Agreement.
B. Percentages allowable to contractor in accordance with executed contract for this project.

Location by station numbers:

Throughout Project.

Estimate of quantities and cost:

Flagging & incidental costs for working under traffic $ 1,200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Additional costs due to contractor working under traffic. See letter A. E. Johnson, September 29, 1966. Some costs have been incurred starting October 1, 1966.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,121,177.06
Present estimate of project cost, including $ 1,200.00 for work under this order	$4,193,812.78
Expected ~~under-run~~ over-run amount	$ 72,635.72
Expected ~~under-run~~ over-run per cent	1.76%

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. E. Shotwell, Resident Engineer

Approval Recommended: /s/ Edward L. Hardt, Division Engineer

Approval Recommended: /s/ Alfred A. Rear, for Construction Engineer or Bridge Engineer

Approved /s/ L. H. Young, ~~Deputy State Highway Engineer.~~ Office Engineer.

State Printing

RECEIVED
NOV 10 1966

FOR FILING
I-5-6(41)301

Form CO-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 4, 1966

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(41)301
East Marquam Interchange
Portland General Electric Utility Adjustment

We concur in the revision of the PGE estimate for the erection of transmission towers as submitted by Mr. Litchfield's October 31, 1966 letter. The increase in cost of $3,540 was the result of underestimation of the price of high-strength steel.

REFERRED TO
Litchfield - Young
BY ASST. STATE HWY. ENGR

Copy to Litchfield
original to Young
11-9-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 25 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-6(41)301

6576

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 31, 1966

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Re: Revised Estimate - PGE Facilities
East Marquam Interchange Building
Relocation
Pacific Highway - Multnomah County
Project No. I-5-6(41)301
Contract No. 6576

Dear Sir:

Herewith you will find two copies each of PGE's letter of October 26, 1966 and Mr. Hesla's letter of October 28, 1966 concerning an unanticipated additional cost of steel specified for the steel towers to be used in the above-captioned relocation.

Inasmuch as the use of the present low bid will result in immediate action towards completion of this work at a cost at least equal to any other method, we request your approval of the additional cost as outlined in PGE's above-mentioned letter. Your letter of June 3, 1966 authorized us to proceed with the actual adjustment, effective May 23, 1966.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

PGP:sg

cc: F.B. KLaboe
V.L. Gallagher
Jack Hesla

RECEIVED
NOV 22 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-208—SM

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

FOR: W E Martin Dist. Engineer

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name East Marquam Interchange Unit 1 Date October 24, 1966

Highway Pacific Contract No. 6576

County Multnomah Prefix 626-1036

Contractor Lord Bros. Contractors, Inc. F. A. Project No. I-5-6(41)301

Address 9233 N. Calvert Ave., Portland, Oregon 97217 Order No. 15

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Dismantle and transport to the State maintenance yard on the Sunset Highway approximately 1,400 ft. of Type 1 Barricade and 1,000 ft. of Type 2 Barricade.

Location by station numbers:

"L" 411+00 Thru 502+00
"F" 480+00 Thru 495+00

Estimate of quantities and cost:

Labor - - - - - - - - -	$1,380.00
Equip.- - - - - - - - -	420.00
Total	$1,800.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Standard Specification 732-3.2 states that the location of the State-controlled stockpile will be set forth in the Special Provisions. No reference to a State-controlled stockpile site appears in the Special Provisions. The contract did not have a bid item for Salvaging Type 1 Barricade. Work commenced October 14, 1966. Work has been performed. Tentative approval received from BPR on October 14, 1966.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,121,177.06
Present estimate of project cost, including $1,800.00 for work under this order	$4,196,952.78
Expected ~~xxxxxxx~~ over-run amount	$ 75,775.72
Expected ~~xxxxxxx~~ over-run per cent	1.84%

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. Shotwell, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Construction Engineer or for Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt, Assistant Division Engineer

Approved: /s/ L. H. Young, ~~xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx~~ Office Engineer.

SP•6291-734

original to Grumm 10-18-66

RECEIVED
OCT 11 1966
FOR FILING

I 5-6 (41) =C1

6576

October 10, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

It is understood that several State Force Orders involving the signing on the East Marquam Interchange and the Marquam Bridge Section have been sent to you for concurrence and approval. It is further understood the approval and concurrence of these orders is dependent upon your receipt of a set of plans outlining the sign changes on this section.

There is attached a set of plans showing current sign revisions on the entire freeway system in Portland from the Banfield Interchange to the Sunset Interchange. These plans should bring your files up to date on this matter.

In charge Traf. Ad Hdqtrs Portland

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
L. M. Young
A. E. Johnson

LEG:mk ja

RECEIVED
OCT 7 - 1966

UNITED STATES GOVERNMENT

Memorandum

Slaber
Edwards

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6576

DATE: October 4, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

REFERRED TO
Young - Morgan
By Asst. State Hwy. Engr
10-7-66

SUBJECT: Oregon Project I-5-6(41)301
East Marquam Interchange Unit
Sign destination changes

A review of State Force Order #10 on the subject project indicates that you plan to again alter the signing. It is apparent from the many alterations since the award of the contract that the previous series of plans were premature and the basic concepts of signing in this area were not resolved. Because of this problem, it is felt that Federal participation should be withdrawn for any permanent destination signs on the subject project until such a time that you can prepare adequate plans and forward them to our office for approval. If the message alteration is extensive enough, it might conceivably affect some of the signing bridges already installed under the contract, and if this is the case, participation in these bridges would also be withheld if they were felt to be in excess of that required.

Federal aid funds will not be extended for any temporary signs or additional alterations of existing signs or sign structures for the temporary installation, however we wish to concur in any sign messages you intend to install. Our nonparticipating approval will be withheld until we receive your temporary signing plans.

Before the next group of permanent signs are placed in this location, Public Roads must be assured that they will remain in place a minimum period (say six months) prior to any changes unless it is obvious that a change is necessary due to a traffic hazard. We feel that this procedure should be utilized on all signing projects, and strongly urge that you consider adopting this control prior to initiating any changes.

RECEIVED
OCT 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Orig to Edwards
Copy to Kraber
10-6-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 3 - 1966

FORM E-30X—50M—2-66 SP 23500-734

FOR FILING
2-1 6(41) 301
62.16

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
September 29, 1966

MEMO TO THE FILE

To:

SUBJECT: East Marquam Interchange
Pacific Highway
Contract: 6576

On Tuesday, September 27, 1966, an inspection of the subject project was made by Mr. Tom Edwards, accompanied by E. L. Hardt, L. E. George, Robert Shotwell and myself. This inspection was made following a meeting held on Monday, September 26 between Pat O'Callaghan and Harold Purcivall, Lord Brothers Construction Company, Inc..

At this meeting, the contractor advised proposed delivery dates for remaining items, such as sign structures, downspouts, et cetera, and anticipated dates of completing certain phases of work. From this meeting, it was determined that the following items remained to be completed, with estimated completion dates as indicated:

(1) Painting Structural Steel — There remains one upper span; namely, BD-1, and spans 14, 15 and 17, plus the fire barrier on the "C" Line. Weather permitting, span BD-1 will be completed Sunday, October 2, and the work on the "C" Line can be completed under traffic, since all remaining work is confined between the outer beams and above and including the fire barrier;

(2) Light Poles — Light poles on the lower level will be placed approximately September 28 and will be painted by the end of the week. It may require working on the weekend overtime or under traffic if the deck is opened on October 4 or 5. On the upper level, the poles should be placed by October 5 or 6.

(3) Sign Structures — The large sign structures spanning both the "C" and "D" Lines at the north end of the

structures will be delivered October 3, and the last one for the upper level approximately October 13-15. Painting under traffic will be a problem;

(4) Downspouts — These are due for delivery October 7 and could be placed from the ground with a crane or from the deck under traffic with adequate flagging;

(5) Parapet Rails — Installation of parapet rails will be completed on the lower deck September 30 and on the upper level October 7;

(6) Concrete Finishing — Rails and curbs will be finished on the "C" Line, or lower deck, September 30 and on the upper deck approximately one week later.

After an inspection on September 27, it appeared that the lower deck could be opened to traffic about October 4 with a minor amount of work remaining to do under traffic, and with provision for protecting the work area involving the construction of the pedestrian ramp and walls in the esplanade area.

It was proposed that the opening of the lower deck be set for Tuesday, October 4, provided that structural steel painting was completed and that an Extra Work Order be written to provide for the following:

(1) Install and maintain guardrail the full length along the wall and pedestrian ramp work area and any necessary flagging involved. Flagging might be required to bring in equipment and/or material;

(2) Flagging, if required, to complete painting the light poles and sign bridges. In this regard, it was agreed that the contractor would attempt to have the sign bridges given the final coat of paint in the shop and a touch-up paint job would be applied after erection. If weather permits and if it is determined necessary to paint light poles over the weekend utilizing overtime, it was agreed that the Extra Work Order would provide for the overtime costs in lieu of waiting and painting under traffic;

(3) The Extra Work Order would include provision for payment for cranes for erecting downspouts or paying for flagging if erected from the deck. It appears feasible that they can be erected from the deck under flagging operations;

(4) Provide for temporary guardrail and/or flagging around work area for finishing lower columns and beams from the deck under traffic;

(5) If the contractor does not have the armored plates grouted before the deck is opened to traffic, he will be required to complete this work under traffic. The flagging required by this operation will be paid for as one of the extra work items.

It was agreed that we would delete the sign panels from the contract since the contractor indicated it has been impossible for him to obtain a delivery date, and fabrication of the sign panels has not started. It was also agreed that we would delete the paving in the esplanade area from the contract and complete this work with State forces in the Spring of 1967.

Mr. Edwards approved deleting grinding of the bridge deck except for two or three joints which are in need of lowering by grinding. We will require the contractor grout with epoxy the armored plates at the joints, but will pay for flagging required by this operation under traffic.

During this inspection, the group inspected the area in the West Marquam Interchange where a wall is being built near the gore point of the off-ramp from I-5 to the Marquam Bridge. The plans provide for a reduction at this point on I-5 from three lanes to two lanes, with two lanes leading off to the Marquam Bridge. This would involve some overlay on the existing concrete on I-5. Immediately north, I-5 would again resume three lanes until a point where the Stadium Freeway off-ramp begins. Mr. Edwards approved a change authorizing three lanes to continue on I-5 past the off-ramp to the Marquam Bridge, with two lanes leading to the bridge.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh

cc Tom Edwards
F. D. Morgan
Ivan D. Merchant
Robert Shotwell

NOTED
TOM EDWARDS

Form S-203—6M

STATE COPY

Contingent upon ... project ... funds are ... SEP 20 1966 ... U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

G-1P

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name East Marquam Interchange Unit 1 Date September 20, 1966

Highway Pacific Contract No. 6576

County Multnomah Prefix 626-1036

Contractor Lord Bros. Contractors, Inc. F. A. Project No. I-5-6(41)301

Address 9233 N. Calvert Ave., Portland, Oregon 97217 Order No. 13

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish & install 1½" conduit from Morrison Interchange Br. C-9 to junction box at Bt. C-6. From this junction box to Sign #23 with 1" conduit.

Location by station numbers:

Morrison Interchange Bt. C-9 to Sign #23 at Bt. C-6.

Estimate of quantities and cost:

Materials	$ 660.00
Labor	340.00
Total	$1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Necessary electrical work to illuminate sign #3 & sign #23 as shown on drawing S-351 revised 6/66. No work has been performed. Approval received on September 19, 1966.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,121,177.06	
Present estimate of project cost, including $1,000.00 for work under this order	$4,195,798.90	
Expected ~~under-run~~ over-run amount	$ 74,621.84	
Expected ~~under-run~~ over-run per cent	1.81	

Submitted by: /s/ R. E. Shotwell — Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt Asst. Division Engineer

Approved /s/ L. H. Young — ~~State Highway Engineer~~, ~~Assistant State Highway Engineer~~, Office Engineer.

Young 10-6-66

State Printing

JVED
9 1966

FORM E-20X — 2-66 SP*23500-734

I-5-C(11) 301
6576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

September 12, 1966

MEMO TO THE FILES

SUBJECT: East Marquam Interchange

To:

Recently, Mr. Tom Edwards requested information regarding time of opening of the lower or wesbound deck of the Marquam Bridge for traffic, assuming that we would open the lower deck when available, and the upper deck at a later date. After confering with Mr. Harold Purcival, Superintendent for Lord Bros. Contractors Inc., Mr. Bob Shotwell advised a tentative opening date, October 1, for the lower deck and October 20 for the upper deck.

This information was given to Mr. Edwards, who requested that we determine the additional cost to us of opening the lower deck approximately two (2) weeks earlier than the above mentioned date, or September 19.

On September 7, 1966, a meeting was held in the Metropolitan Office with Mr. Bill Lord, Pat O'Callaghan, and Mr. Harold Purcival with A. E. Johnson, A. V. Benedict, E. L. Hardt and Bob Shotwell attending for the Highway Department.

At this time, Mr. O'Callaghan indicated that any estimate of opening the lower deck such as October 1 was not an official word from Lord Bros., and did not recognize the estimated opening previously given by Mr. Purcival. He did present sever (7) items of extra cost as follows:

1. Overtime and payment for loss of efficiency in providing 10 hour work days, six (6) days a week	--------	$ 1,750.00
2. Additional damage to the esplanade due to moving out pile driving equipment under traffic	--------	1,660.00
Flagging cost for this operation	--------	800.00

3. Erection of downspouts from the ground using crane instead of from the deck by use of a scaffold	-----	$ 1,100.00
4. Electrical work erecting and painting light poles under traffic	-----	600.00
5. Complete painting of structural steel under traffic	-----	750.00
6. Erect and paint sign structures under traffic	-----	1,100.00
7. Erect signs under traffic	-----	1,200.00
Sub-total		$ 8,960.00
+ 15%		1,344.00
TOTAL		$10,304.00

The above estimates were based on a delay in delivery of signs, since the extrusions were not expected to be delivered from Seattle until the week of September 15. A late delivery of sign structures also entered into the estimates, since it is not expected that sign structures would be delivered until about October 1.

It was also anticipated that the weekend of September 25 would be required to complete structural steel painting, which is presently being done on weekends.

On September 8, Mr. O'Callaghan advised that without an accelerated program, the lower deck could be opened approximately October 17, 1966 and the upper deck October 31, 1966.

This information was given to Mr. Tom Edwards, who advised later that a preliminary study indicated that the benefit quotient for an early opening would amount to approximately the same expendite required to effect the early opening.

On September 19, I advised Mr. Edwards that after a study of the schedule by Mr. E. L. Hardt and myself, we would recommend that the early opening be deferred. We believe that normal progress of the contract will result in completion of the structural steel painting and possibly erection and painting of light standards by about the first of October. It would appear that about this time, it would be feasible to open the lower deck some time during the week of October third with an additional expenditure of nominal amount.

Mr. Edwards agreed that we would defer the early opening and a reappraisal of the situation would be made the last week of September.

Memo to the Fil[illegible] September 12, 1966

Mr. Pat O'Callaghan of Lord Bros. was advised by telephone at about 10 a.m.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:dm

cc: Mr. Tom Edwards
Mr. Bob Shotwell
Mr. Ivan E. Merchant

NOTED
TOM EDWARDS

RECEIVED
SEP 13 1966
CONTROL
STATE

Form B-300—65

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date Aug 2, 1966 By G L Paul
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name East Marquam Interchange Unit 1 Date August 24, 1966

Highway Pacific Contract No. 6576

County Multnomah Prefix 626-1036

Contractor Lord Bros. Contractors, Inc. F. A. Project No. I-5-6(41)301

Address 9233 N. Calvert Ave., Portland, Oregon 97217 Order No. 12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair Marquam Bridge Access Ladder

Location by station numbers:

Pier #2, Marquam Bridge

Estimate of quantities and cost:

Material	$ 45.00
Labor	130.00
	$175.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The lower section of this access ladder was damaged in the "Christmas Flood." This order is to replace damaged cage and paint to East Marquam specifications. No work has been performed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,121,177.06	
Present estimate of project cost, including $175.00 for work under this order	$4,062,203.19	
Expected under-run amount	$ 58,973.87	
Expected under-run per cent	1.4%	

Submitted by: /s/ R. E. Shotwell, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt, Assistant Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer, Office Engineer.

State Printing

9-12-66

RECEIVED
AUG 5 - 1966
FOR FILING

I-5-6(41)301

Form CD-121 (11-62) (Prom. by A.O. 20[illegible]-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 29, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(41)301,
East Marquam Interchange Section,
Esplanade Retaining Walls

Mr. Klaboe's letter dated July 25, asked for our reconsideration of the approval statement in our memorandum to you dated July 21, 1966.

The matter of providing facilities for the pedestrian usage of the esplanade area adjacent to I-5 in Portland has been thoroughly reviewed by this office and our Regional office. Interstate participation will be limited to landscape items, and the pedestrian ramp providing access to the area from the "Y" line structure. Any facility for the use, or protection of the general public (not highway users) should be provided with other funds.

8-4-66
REFERRED TO
Eberle - Astrup - Marshall
By Asst. State Hwy. Engr.
Morgan - Young
Mason - Johnson

RECEIVED
AUG 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Please do pedestrian rail as a non-participating item.

WK.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 5 1966
FORM E-30X—30M—12-63 84677
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1966

To: Mr. A. E. Johnson
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

SUBJECT: State v. United Grocers, Inc.
Case No. 296-282
Our file L-4447 R-34093
East Bank Freeway-Pacific Highway
Holman Transfer Co. property
situated at S.E. Water between
Yamhill and Taylor in Portland

On March 31, 1965, the undersigned met with Herb Clark, Jr., and Sr., and their attorney Guy Marshall, together with A. E. Johnson, Metropolitan Engineer, Fred Klaboe, Assistant Highway Engineer, and the representatives of the Bureau of Public Roads, on the property which was the subject of the above-mentioned eminent domain proceeding. The purpose of our meeting was to determine our needs for additional taking from this property owner as a result of the requirement of the Bureau of Public Roads as a longer deceleration offleg from the East Bank Freeway to S. E. Yamhill Street. We walked over the property at that time and discussed it with the property owner. The only point now at issue is the use of the property existing between the southerly edge of the travelled lane of the offleg and the northerly boundary of the defendants' property. As I understood it at the time, S. E. Yamhill Street was to be closed and no vehicular access would be permitted between the travelled portion of the offleg and the northerly boundary of the property owner's building. I believe it was anticipated that pedestrian access would be allowed in this area.

Our Landscape Department is now desirous of knowing how much property they can plan on using and devoting to landscaping in the disputed area. There seems to be some question as to whether or not all of this property can be said to be for slope protection or whether the adjoining property owner is entitled to this land upon the closure of the street. I believe the above outlines the understanding of the parties at the time we met on the property. Mr. Astrup is desirous that you or your representative contact the City of Portland to ascertain whether Mr. Clark has made any representations to the City with respect to the use of this disputed property or not. Before final plans for landscaping can be effected, some final determination will have to be made as to the status of this property.

JRP:ap
cc Mr. Lloyd P. Shaw
Mr. F. B. Klaboe
Mr. Mark H. Astrup

J. ROBERT PATTERSON
Chief, Trial Section

RECEIVED
JUN 15 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-5-6(41) 307
6576

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 10, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-6(41)301
East Marquam Interchange Building Relocations
Pacific Power and Light Company Utility Adjustment

Our memorandum dated March 29, 1965 approved the PS&E documents for the physical construction phase of the subject project. Subsequent to this date several utility adjustments have been added to the subject project agreement estimate, including the subject utility. It is our understanding that all utility adjustments for this project and I-5-6(58)301 are to be charged to captioned project only. We have modified our records to show this action.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated April 26, 1965, and the above-mentioned utility's letter dated April 28, 1966, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated May 23, 1966. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is satisfactory. Reimbursement on an agreed lump sum basis of $4,135.36 is approved.

Our program memorandum dated March 8, 1963 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto, and subject to the certification required by IM 30-2-66 as a condition precedent to Federal reimbursement.

REFERRED TO
[signature]
BY ASST. STATE HWY. ENGR.
6-14-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 8 - 1966
FOR FILING

Form CD-121 (11-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-5-6(41)301

TO 6511 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 3, 1966

In reply refer to: 08-35-EC

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-6(41)301
East Marquam Interchange Building Relocation Section
Portland General Electric Company Utility Adjustment

Our memorandum dated March 29, 1965 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter date April 26, 1965, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated May 11, 1966, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated May 23, 1966.

Our program memorandum dated March 8, 1963 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You are authorized to proceed with actual adjustments for the above-mentioned utility effective May 23, 1966. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto, and subject to the certification required by IM 30-2-66 as a condition precedent to Federal reimbursement.

REFERRED TO
[illegible]
By Asst. State Hwy. Engr.
6-7-66

RECEIVED
JUN 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 3 1966

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIESEN, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 2, 1966

Portland Traction Company
1635 S. E. Water Avenue
Portland, Oregon 97214

ATTENTION: Mr. P. A. Adams

Re: Moving of Occupants of PTC Building
and A & P Shippers Building
E. Marquam Interchange Section
Pacific Highway - Multnomah County
Project No. I-5-6(14)301
R/W File No. 28355

Gentlemen:

The estimate contained in your letter of May 9, 1966 for the moving of Portland Traction Company furniture, equipment and materials from your present building to your new location, and the estimate dated May 3, 1966 for the moving of the Holman Transfer Company from the existing Atlantic & Pacific Shippers Warehouse to the new A & P Building have been reviewed and approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of May 17, 1966.

All work performed subsequent to May 17, 1966 will be reimbursed in accordance with PPM 30-3 and all supplements thereto upon receipt of your statement of charges. Please include the beginning and ending dates of the work in your bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: A. W. Parsons

Tom Edwards (w/copy of estimates)
F. B. Klaboe " "
D. H. Manning " "
I. D. Merchant " "
T. Malson "
... E. Johnson
Robert Snowell
J. J. " "

NOTED
F.B. KLABOE

RECEIVED
JUN 3 1966
OFFICE
STATE HIGHWAY ENGINEER

17)(8)

P. A. ADAMS
Superintendent

PORTLAND'S OWN RAILROAD

PORTLAND TRACTION COMPANY

1635 S. E. WATER AVENUE • PORTLAND, OREGON • PHONE 235-8651

May 9, 1966

Mr. A. E. Johnson
Metropolitan Division Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon

Subject: East Bank Freeway

Dear Mr. Johnson:

Following is our estimate of cost of moving furniture, equipment, material and records from our present building to new locations due to changes made necessary by construction of Marquam Bridge approaches.

Move Shop - 1 day	$ 96.00
Move Office - 2½ days	240.00
	$336.00
Plus 36%	120.96
	$456.96
Plus 10%	45.70
	$502.66
Truck - $7.50 per day - 4 days	30.00
Rent on dollies	40.00
	$572.66

Very truly yours,

P. A. Adams,
Superintendent

PAA mm

METROPOLITAN ENGINEER
RECEIVED
MAY 11 1966
AME AME MDE MDE MTE

File No. 28365

For Optional Use (For Claims Under $20)

I anticipate that my moving cost will not exceed $20.00. Upon receipt of an Authorization to Move, I will proceed to do so and submit a statement of the cost on Form RP-4A, Claim for Relocation Payment (under $20).

Signature _____ Date _____

Your signature here completes this form.

APPLICATION FOR RELOCATION PAYMENT

As an applicant for Relocation Payments (moving costs) you MUST COMPLETE AND RETURN THIS FORM WITHIN 10 DAYS after receipt. You may choose any common carrier (mover) to submit an estimate of cost. After selecting a mover, contact him, and explain that you are to be relocated by a highway project. Give him your address and ask him to visit your location to prepare an estimate of cost and to complete this form. When this form is fully completed, return in envelope provided.

Applicant's Name HOLMAN TRANSFER COMPANY

Original Address 25 S.E. Clay Street, PORTLAND, OREGON 97214

By my signature I certify that:

1) I have read and understand the "Information on Payment of Moving Costs."
2) I understand that I will not be paid for moving until I receive written authorization to do so, and that I must move within the period of time allotted in the authorization.
3) The listing of personal property to be moved (on the back) is complete and accurate to the best of my ability, and includes no items which are not now on the premises.
4) I have selected the Moving Company shown below to perform my moving.
5) All statements made by me are true and correct.

DO YOU PLAN TO OWN [ ] OR RENT [X] AFTER MOVING?

Date 3 February 1966 Signature (x) Don V. Criss

for Holman Transfer Company

TO BE COMPLETED BY MOVING COMPANY

Name of Moving Company Holman Transfer Company

Address of Moving Company ~~49 S.E. Clay Street~~ Portland, Oregon X97214

Following is our estimate of cost of moving furniture or personal property at the above address. Estimate is based on the new address (terminal) if it is known. The estimate is based on a standard moving cost and does not include wardrobe service, packing or any other special handling. There are no split pickups or deliveries allowed and none are contained in this estimate.

Estimate of Moving Cost $ ~~$225.00~~ 249.00

_____ Based on assumed move of 20 blocks distance.

Or X Based on move to ((Yot to be constructed new Distribution Shed on the Portland Traction Co. Team Track))
(New Address)

By Don V. Criss Date 3 February 1966
(Agent for Moving Company)
for Holman Transfer Company

RP-4

LISTING OF PERSONAL PROPERTY TO BE MOVED

Instructions: List all major items of personal property and your best estimate of the weight of each. Minor items may be grouped under "other" and a weight estimated for the total. Business concerns should ignore household room breakdown.

Item	Number Pallets or Units	Total Weight	Item	Number Pallets or Units	Total Weigh
DESCRIPTION			Description		
Display & Adv'g Mtrls			Car steels, large	3	
For Holman Accounts:			Two Lift Trucks	2	
Diamond Match Co	4		Desks	3	
Collier Marsch	4		Office furniture	12 pcs	
Swift & Company	8		Misc tools	20 pcs	
Scott Paper Co.	8		Tool sheds	2	
Johnson Lieber Co	5		Flat trucks	1	
Jeffroy & Berry	25		Glass truck	1	
MISC ITEMS			Dollies, Come alongs and other misc.	10 pcs	
Salvage Material	5		Hydraulic pallet jacks	3	
Empty Totes	15				
Nabisco Co. Stock	15		Gerber Company Displays	6 pallets	
Lumber (skids)	5		G V Cerri displays	2 "	
Olin Math.Chemical Co. (Aluminum ingots)pallets/	33				
Glass (skids)	2		Note/all above about average storage; in addition there could be another one to three car loads of goods on floor for varying periods of time...		
Trash Bins	5				
Trash Barrels	5		Estimate of costs:		
Platform Scales	1		Move out labor /14 hours@$5.50		$77.00
Hand trucks , large	2		Move in labor /14 hours@$5.50		$77.00
Hand Trucks, small	5		In & out Lift Trk 20hrs @$3.25		$65.00
Steel bridgos,trk & rail	15		One truck and driver(1 day)est		$30.00
			Cost Total Estimated		$249.00

Approximate total units to be moved.....(200)

HIGHWAY USE ONLY (Relocation Officer)

Check this form for completness and accuracy and submit to Salem for processing and payment.

Don V. Criss
H.T.Co.

Relocation Officer

Date Received 3/1/66

FORM E-123X SOH 4-62

RECEIVED
JUN 6 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-6(41)301

6576

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 2, 1966

Portland Traction Company
1635 S. E. Water Avenue
Portland, Oregon 97214

ATTENTION: Mr. P. A. Adams

Re: Moving of Occupants of PTC Building
and A & P Shippers Building
E. Marquam Interchange Section
Pacific Highway - Multnomah County
Project No. I-5-6(~~14~~)301
R/W File No. 28365

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Very truly yours,

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Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
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Utilities Liaison Engineer

TWL:bjm

cc: A. W. Parsons

Tom Edwards (w/copy of estimates)
F. B. Klaboe " "
D. H. Moehring " "
I. D. Merchant " "
C. H. Maison " "
A. E. Johnson
Robert Shotwell
J. J. Smith " "

NOTED
TOM EDWARDS

RECEIVED
JUN 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

(7)(8)

P. A. ADAMS
Superintendent

PORTLAND'S OWN RAILROAD

PORTLAND TRACTION COMPANY

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Superintendent

PAA mm

METROPOLITAN ENGINEER
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File No. 28365

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Or

X Based on move to ((Yet to be constructed new Distribution Shed on the Portland Traction Co. Team Track))
(New Address)

By Don V. Criss Date 3 February 1966
(Agent for Moving Company)
for Holman Transfer Company

RP-4 7/1

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 6541 Ends with: Contract# 6576 folder #5

FLASH CARDS: Begins every Contract

Remarks: #6541 continues from reel 121
#6576 continues on reel 123

Reel No. 122 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1960

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 29th day of April, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm